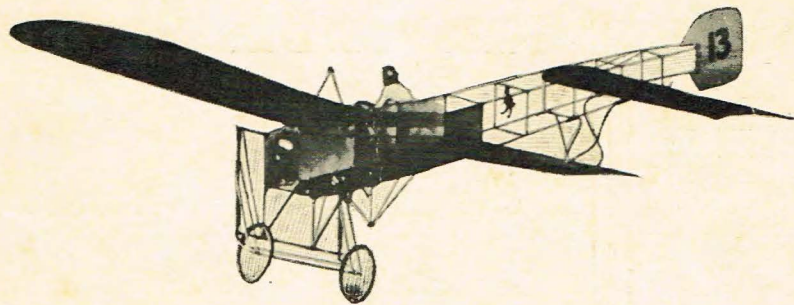




Vol. I, No. 1

Nov. 20, 1929



The First Airmail Plane in America

(See Page 4)



One Year, \$1.00. Foreign, \$1.25. Single Copy 15c.

SPECIAL OFFERS

Below I offer some very desirable flown Air Covers and mint Air Stamps, selected from an almost complete collection I have just purchased. This is an opportunity to fill your "wants." Do not delay.

FLOWN COVERS

AUSTRALIA.
1920, Ross Smith.

BAVARIA.
1898, Louis Godard, special card.

CANADA.
1918, Toronto—Ottawa.
1922, Lethbridge.

DENMARK.
1912, Hareskov.
1914, Roskilde.
1919, Naestved.

ECUADOR.
1923, 1c orange.

ENGLAND
1911, Violets, London—Windsor, &c.
1912, G. Hamel.
1912, B. C. Hucks, three known.
1912, Waterplane, "Daily Mail."
1919, Eng.—India, special cachet.
1925, Newquay—Torquay, special card.

HOLLAND.
1924, Amsterdam—Java.

IRAQ.
1919, Baghdad—Delhi.
1925, Baghdad—Cairo.

MOROCCO.
Imperfs. flown.

NEWFOUNDLAND.
1919, Alcock.

NORWAY.
1920, flown.

SWEDEN.
1914, Kalmar—Oland, Off. card.

SWITZERLAND.
1913, Grenchen—Solothurn.

SOUTH AFRICA.
1911, Kenilworth—Muizenberg.
1918, Red Cross (both).

U. S. A.
1911, Garden City.
1911, Savannah.
1915, Milwaukee.
1919, R.34.

MINT AIR STAMPS

BAVARIA.
1912, Regensburg, 10 and 20 pf.

CILICIA.
1920, various.

CHILE.
1919, 5 pesos black, autographed.
1928, 3 and 6 pesos.

FAR EAST REP.
Five different.

FRENCH GUIANA.
Complete.

GERMANY.
1912, Bork imperf. violet.
1912, Bork black.
1912, Gelber Hund inverted.
1922, 1 mk., error of colour.

GREAT BARRIER IS.
1899, Pigeogram.

HONDURAS.
1925, 1 peso green.

PARAGUAY.
1929, errors.

RUSSIA.
1922, Consular set.
1924, inverted.

SPAIN.
1920, set imperf.
1927, both inverts.

SWEDEN.
1920, inverted.

SWITZERLAND.
Olten.
1924, Grenchen imperf.

URUGUAY.
1921, inverted.

NEWFOUNDLAND.
1919, Hawker, mint, and beautifully centered! (This costs real big money and is not a "bargain." By making this quite clear a lot of postages will be saved!)

1927, Pinedo, mint pair.

AUSTRALIA.
1920, Ross Smith, with full margins on all four sides, superb.

COLOMBIA.
1 peso "G.B." double print.

Many of the above ONLY come on the market when a big collection is being broken up.

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WASHINGTON, D. C.

THE AIRPOST JOURNAL

VOL. I. No. 1

THE AIRPOST JOURNAL

November 20, 1929

News and Comment

Intelligent Collecting We take up a Hobby because it interests us. It affords pleasure and relaxation. There are other reasons for taking up a hobby, but these are the important ones. We believe that this magazine will increase the amount of pleasure to be derived from the collecting of airposts, for, like everything else, if it is worth while to collect airposts, it is worth doing well, in other words, *intelligently*.

Raw Material If you are reading these lines, it is probable that you are interested in Airposts, but the question is, "What do you really *know* about your collection?" Do you, for instance, examine your covers and try to learn the reason for whatever postal markings appear on them? Do you actually know that these markings are correct? Could you explain to a non-collector the significance of the flight, or mention any details concerning it, which would substantiate the cover? Assuming that you collect F.A.M. covers can you trace on a map the points covered by each of these routes? Do you know exactly where Paramaribo is? Or do you simply take a dealers word for it that there was such a flight, put it in your collection and start after the next cover?

We have examined a number of airpost collections during the past half dozen years, and they run from an unintelligible conglomeration of fancy cachets, jumbled together in a stock book, without a word of annotation to explain their significance, up to a beautifully mounted collection, carefully written up, which is a joy to behold. The usual reason given for not putting more care and thought in a collection is that the owner hasn't the time. The answer to that is, "Don't bite off more than you can chew and don't chew more than you can properly digest".

There are hundreds of fields open to airpost collectors who are willing to use a little thought in what they are doing. Regardless of what field you select, it will pay you to put a little personality into it. It will pay you in the increased pleasure and knowledge you will get from doing something well, and it will pay you about 100 per cent dividends if the time comes when you ask a dealer to buy it.

If your pocketbook does not allow a large investment at one time, it is all the more important that you make every purchase count. If the purchase of a \$1.00 cover or a \$5.00 cover is apt to strain the pocketbook, then, whatever you do, don't bury it in a stack of other covers. Mount it carefully and supplement it with newspaper clippings if possible, and your own annotations. *Give it a personality!*

An airpost collection can be made absorbingly interesting even to a non-collector, but a stack of covers is simply raw material, nothing more.

Investment vs. Expenditure Few collectors will admit that they ever consider the commercial value of their collections, and perhaps the 100 per cent amateur does exist, but if he does we have never had the pleasure of meeting him. Not that all collectors collect for the possible profit to be derived therefrom, not at all, but every collector likes to feel he has made a good "buy", and as time passes, that his judgement has been vindicated, as shown by the increase in value of the items in his collection. The larger the sum invested in a collection, the more essential it is, that such expenditures have some investment qualities.

As a matter of fact, the writer has never been able to understand why it should be considered a social error, to mention airmail covers and cash values in the same breath. Regardless of the amount expended in forming a collection, the very fact that money thus spent is not lost, relieves the conscience and allows us to more fully enjoy building our collections, knowing that we are buying negotiable securities, whose value is probably just as stable as many stocks listed on the New York stock exchange. Moreover, while we are thus investing our funds, we are enjoying an educational hobby, in other words, we are combining Business with Pleasure.

It is a known fact that at the end of the World War, a large number of families impoverished by the economic collapse of their national currency, were able to live on the proceeds of their stamp collections, *whose values had not deteriorated, although Government bonds and the National currency were not worth the paper they were printed on.* In times of peace and prosperity, nothing seems to be safer than Government bonds, but a Government can suffer severe reverses, in a very short time. A philatelic collection, on the other hand, is not dependent for its security on any single Government. A half a dozen Nations may collapse without effecting the value of a philatelic investment. This was proved by the events following the last war.

We all know the value of Life Insurance, and while the writer has no intention of suggesting that anyone build up an airpost collection instead of taking out a policy, still an airpost collection is a form of insurance, which upon the death of its owner, may be quickly turned into cash, for the benefit of his estate. This has happened too frequently to require further comment.

The airpost hobby has grown rapidly, probably more rapidly than any other hobby in an equal space of time. Today, the sound, wisely formed collections, have a definite cash value and are instantly negotiable. Why should we try to ignore this as something that is unworthy of the hobby?

Fundamentally, we collect for pleasure and relaxation, but whenever any form of collecting involves the

expenditure of money, the investment element is bound to enter and *always* does.

A collector of sea shells or butterflies, who gathers his own specimens need not, and probably does not, consider the possible money value of his collection. The collecting of antiques, books or airpost stamps and covers involves a cash investment, and consequently comes under a different heading.

Growing Pains Three years ago you could count the dealers in airposts on the fingers of one hand. The conservative stamp dealers had failed to grasp the real significance of the hobby, by failing to see that, while airpost collecting was related to stamp collecting, it was built on sound principles of its own, and was not simply a phase of stamp collecting or a passing fad.

Considerable water has flowed under many bridges since then, and today there is scarcely a stamp company of major importance that has not entered the airpost field to a greater or lesser extent. Leaving out those

stamp companies who handle only 19th century stamps, the roll call is practically 100 per cent.

While this is a remarkable record for so young a hobby, one great evil has attended this sudden growth. Lack of real knowledge of the subject, on the part of many new dealers and collectors, frequently leads to misunderstandings and avoidable controversies. Many sales are recorded daily wherein neither the buyer nor the seller has any real knowledge of what they are handling. A cover priced at ten times its value, a cover sold as a first flight which is in reality a second or third flight, a rare item sold at a high price that is an out and out forgery; these things do happen, and each time, the good-will of the hobby suffers.

The real antidote is *knowledge*, for the collector as well as the dealer. Especially for the former, for if collectors will protect themselves with this important weapon, dealers will find it to their advantage to be equally well armed, and the one great problem confronting the air post hobby will be solved.

GARDEN CITY, 1911



IN a recent and extremely interesting booklet published by the 'Better Hammondsport Club', it is stated that the first official airmail in this country was carried by Capt. Beck, instead of by Ovington, as we had always supposed.

This seemed to be worthy of investigation, and accordingly we got in communication with Mr. Ovington and he kindly sent us the documents shown here. Mr. Ovington also tells us that Postmaster-General Frank Hitchcock made the trip from Washington for the occasion, and personally handed him the first mail bag just prior to the take off.

The plane was a Bleriot mono-plane equipped with an Indian rotary motor, which was made in America, copied after the French 'Gnome' motor. The motor used is now in the Smithsonian Institute.

We neglected to ask Mr. Ovington if he collected Airmails, but we do know that he is the owner of a Balloon letter from the siege of Paris, in 1870.

OATH OF POST OFFICE EMPLOYEE	
(TO BE FILED IN THE POST OFFICE)	
I, <u>Earle L. Ovington</u>	being employed
as <u>First Aeroplane Mail Carrier</u>	in the post office of the United States
in the County of _____	and State of _____
do solemnly swear () that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter. So help me God. I do further solemnly swear () that I will faithfully perform all the duties required of me and abstain from everything forbidden by the laws in relation to the establishment of post offices and post roads within the United States; and that I will honestly and truly account for and pay over any money belonging to the said United States which may come into my possession or control. So help me God.	
Sworn to and subscribed before me, the subscriber, a <u>Post Office Inspector</u>	
for the County of <u>United States</u> , this <u>23rd</u> day of <u>September</u> , <u>A. D. 1911</u> .	
OFFICIAL SEAL	<u>W. H. Benson</u> (SIGNATURE TO CERTIFICATE) Post Office Inspector in Charge. (TITLE OF CERTIFYING OFFICER)
NOTE.—This oath may be taken before a justice of the peace, mayor, judge, notary public, clerk of a court of record competent to administer an oath, or any officer, civil or military, holding a commission under the United States. If the oath is taken before an officer having an official seal, the seal should be affixed to the certificate.	
Form 9005.	c 5-3451

As the first official airmail pilot in America, we extend our congratulations to Mr. Ovington.

As far as we can learn, the following pilots carried airmail at Garden City between Sept. 23rd and Oct. 1, 1911:

- Sept. 23rd. Ovington carried all mail.
- " 24th. Ovington and Sopwith.
- " 25th. (Paul Thompson ?)
- " 26th. Beck, pilot; carried Postmaster Hitchcock as passenger. 15 lbs. of mail.
- " 27th—No mail. Bishop Burgess protested against Sunday flying.



F. A. M. Routes to Central and South America

For the benefit of our readers, we are printing the above map, which gives a clear picture of the course taken by F.A.M. Routes 4, 5, 6, 7, and 9.

We suggest that you cut out this map and mount it in your album along with your F.A.M. covers. As we suggested elsewhere in this magazine, maps and other explanatory material should be a part of your collection, for they explain the significance of your covers.

In connection with the above map, we have just been informed by Mr. Glover, that the Post Office Department is still studying the question of the further extension of Foreign air mail service into South America. The proposed route would run south from Paramaribo

in Dutch Guiana to Montevideo, Uruguay, and Buenos Aires, via the coast route from Belem, Recife, San Salvador, Rio de Janeiro and Sao Paulo in Brazil. An alternative route would be from Belem to Sao Paulo, south to Montevideo and Buenos Aires.

Mr. Glover stated that it has been erroneously reported that this contract had already been awarded, for this proposed South American route. This is not true, as advertisements will have to be made for it and the contract awarded, under the law, to the lowest responsible bidder.

It was the intention of Colonel Lindbergh, when he inaugurated the recent leg of the Pan-American service from San Juan, Porto Rico to Paramaribo, to continue on down over the proposed route which the Department has in mind to establish in the South American airmail service. This trip of Colonel Lindbergh's, however, was postponed indefinitely.

Other foreign countries are also interested in establishing airmail routes in South America. The Dutch Lufthansa Company is announcing a European airmail route to South America to tie up with the Condor system in Brazil, and hopes to have this service inaugurated at an early date.

Simultaneously with these announcements, has come word of illwill in Chile towards this country for the way the Pan American has gone ahead with plans for airmail service without consulting local authority. The Pan American asserts its innocence, but the Chileans continue hurt. The Springfield Republican states:

"The situation appears to be somewhat typical for the same sort of feeling has been generated among residents of Bermuda. American companies have announced great plans for air services there in times past without taking the trouble of asking permission, such permission being quite necessary, of course.

As to the Pan American situation, it may be true that behind all this alleged disapproval of Pan American's initiative in air mail in that territory there exists quite a political tangle. More than one foreign nation is seeking air footholds in South American countries and various tricks of the trade very likely would be employed to inconvenience a rival.

Once again may we point out that all this is indicative of the romantic and bitter struggle going on throughout the world, and particularly in South America, for the capture of aviation prestige and vantage points. It is every bit as much pioneering as the settlement of the farm lands in the West was in another generation."

The History of Australian Airposts

1914 TO DATE

Australian Airmails

One of the earliest flights in Australia took place Nov. 15, 1910. A contemporary newspaper states that owing to a strong wind the flight had to be postponed until 7 P.M. At that time Gaston Augnet in a Bleriot monoplane, flew for a total of 7 minutes, reaching a height of 200 feet, a record for Australian aviation. A very modest beginning, especially when it is recalled that Bleriot had flown the English Channel over a year previously, and that Curtiss had made a flight from Albany to New York in the fall of 1910. From the collector's standpoint, however, the most regrettable feature of this flight was that no mail was carried.

Early in 1911 it was suggested that a prize of £15,000 be raised for a Melbourne to Sydney flight. This met with too much hostile criticism and the matter seems to have been dropped.

M. Guillaux

M. Guillaux arrived at Fremantle on 31st March 1914 by the R.M.S. Orontes with his Bleriot machine. He looped the loop for the first time in Australia at Victoria Park, Sydney on 20th April and on the same day ascended to a height of 6000 feet—a record for the Commonwealth.

He arrived in Melbourne on 25th May and three days later visited the Governor General (Sir Munro Ferguson) and lady Ferguson at Government House. A description of this visit is given in "The Argus" of 26th May and is worth reproducing.

The event of the afternoon was looping the loop, Guillaux expressed his willingness to perform the feat with much the same assurance that another man would take his dinner. In fact he was the coolest and most imperturbable of all the people present. It was impossible to guess from his manner that he carried his life in his hand, or that he was about

to do something which none but the most expert airmen dare attempt. Lady Helen Munro Ferguson asked him not to make the attempt if there were the slightest risk, but Guillaux merely smiled and bowed. With a white woolen scarf over his head and ears and wearing big glasses he was securely strapped into his seat. The propellor was swung round, the engine carried on the movement, two men strained at the machine as it strove to escape and as they slipped aside it rose swiftly, high into the air. A series of brilliant movements followed. The monoplane dipped and rose, withal so gracefully that the speed seemed very moderate. Descending to about 300 feet from the ground, Guillaux turned completely and the first looping the loop seen in Melbourne had been performed.

It did not suggest the looping made famous by cyclists and motor cyclists. There was no long downward swoop and a sweep back right overhead, but the machine just turned a somersault but with so steady a movement that it was a feat unlike any previous experience. The feat drew a long "Oh" from the on-lookers below, and Guillaux waved from his perch high in the air.

Again he came down, turned over made a perpendicular dive apparently straight at the Government House party gathered on the lawn. So unexpected was the dash that those present scattered in various directions, but when about 30 feet from the ground Guillaux rose abruptly, flew up and up, and turned the machine homewards. With a final wave he was soon lost to view and in four minutes, before the party had returned to the house, was back at the Show grounds receiving the congratulations of Lieutenant Harrison of the Aviation Corps on his brilliant flight.

The Governor General spoke warmly of the skill and admirable nerve shown by his flying visitor.

It was arranged that M. Guillaux should carry the first Australian aerial mail from Melbourne to Sydney and all arrangements were made for him to leave Melbourne on 9th July and arrive in Sydney on 11th July. This trip however was postponed until Thursday 16th July. His time table is given in the Melbourne papers as follows:

Guillaux's Time Table

Melbourne		Dep.	9:12 A.M.
Wandong	(34 miles)	Arr.	9:25 A.M.
Wangaratta	(145½ miles)	Arr.	11:40 A.M.
		Dep.	12:15 P.M.
Chiltern	(169 miles)	Arr.	12:30 P.M.
Albury	(190½ miles)	Arr.	12:50 P.M.
		Dep.	1:35 P.M.
Culcairn	(222 miles)	Arr.	2:15 P.M.
Wagga	(269 miles)	Arr.	2:50 P.M.
		Dep.	3:30 P.M.
Junee	(291 miles)	Arr.	3:45 P.M.
Harden	(352 miles)	Arr.	4:06 P.M.
		Dep.	7:15 A.M.
Sydney	(Argus 20/7/14)	Arr.	2:50

The mails carried by him were souvenir Postcards which could be posted in any letter box addressed to persons at any address. On arrival at the General Post Office Melbourne they were sorted, officially stamped and placed in a special mail bag which was handed to M. Guillaux, so that all cards posted were actually carried to Sydney by air whether the addresses were in Sydney, Melbourne or elsewhere.

Less than three years after this feat (22nd May 1917) M. Guillaux died from the result of a fall at Ville Conblay and was buried at Neurilly Sur Seine.

Early in 1914, a pilot whose name was destined to flare across the headlines of newspapers throughout the world, gave an exhibition flight in Melbourne—Harry Hawker. What a shame it is that he carried no mail.

The world war interrupted plans for the establishment of an airmail service, although it seems to be a fact that some mail actually was carried during this time, although no definite facts have come to light.

The first experimental airmail in Australia was not inaugurated until 1921, seven years after Guillaux had carried the first Australian airmail.

The First Regular Aerial Mail Service Western Australian Route (1193 Miles)

On 3rd February 1921 the Air Council held a meeting, after which the Minister for Defence (Senator Pearce) intimated that an experimental aerial service was being organized. The Postal Department was anxious to select a district which was inadequately served, but one which would offer a sufficient quantity of mail matter to test the efficiency of an Aerial Service as a practical method of postal transport.

The Air Council, the Postal Department and the Defence Department made final arrangements for this experimental service and decided that it should be established in Western Australia between Geraldton on the west coast and Derby on the north west coast including intermediate places of settlement, which were served only by a subsidised steamer about once a month. The total distance to be served by this Aerial mail was 1192 miles. It was at first intended that this service should be undertaken by the Australian Air Force, but after a meeting of the Federal Cabinet on 17th May 1921, Sir Joseph Cook, the Acting Prime Minister announced that it had been decided to call for tenders from private Australian Aviation Companies and that a subsidy would be paid by the Government to the successful bidders. The details of the arrangements set out that tenders were to be invited for a weekly service each way, but if the tendering Company so chose, they could increase or decrease the number of trips specified, but that no tender would be considered in excess of £25,000 for the 12 months. The service was to commence about 29th October, 1921 and the tendering company was to supply both the plane and personal. All persons employed by the company to be enrolled and remain as members of the Australian Air Force Reserve.

The successful bidders were Western Australian Airways Ltd.

On 4th December 1921 the first mail service was inaugurated. Three aeroplanes left the Perth airdrome, one in charge of Lieutenant Taplin, who was to work between Geraldton and Carnarvon or Geraldton and Perth as required, another in charge of Lieutenant Fawcett, was to cover the Post Hedland to Derby route, while the third, piloted by Major Brealy with two passengers, was to operate between Perth and Geraldton. Major Brearley's place on subsequent flights was to be taken by Lieutenant Kingsford Smith or Lieutenant Blake.

Unfortunately a bad accident cost the life of Lieutenant Fawcett and his mechanic Lieutenant Broad.

Major Brearley's description of the fatality is as follows:

Before leaving Geraldton we all agreed to stick close together, and owing to the fact that the chain of emergency landing grounds promised by the Federal Authorities to be completed before the opening date of the contract had not been completed, it was decided that in the event of trouble our only hope was to make for Murchison House. Soon after crossing the rabbit proof fence in heavy scrub country we noticed Lieutenant Taplin losing height and travelling slowly and when nearing Murchison House we saw him turn west. Lieutenant Fawcett and I followed still maintaining our height of 3000 feet, while Lieutenant Taplin appeared to be getting very low. Realizing that he could not fly much further, and knowing the country fairly well, I flew on ahead of him at a high speed, and dived to him to indicate to him the nearest possible landing ground.

Immediately following this, Lieutenant Taplin glided in with remarkable skill and fortunately he effected a landing. Lieutenant Fawcett attempted to follow, but owing to the limited size of this ground I would not attempt it and went farther away to a larger grounds expecting Fawcett to follow me. I cannot say much now, but can only state that all our lives today depend on the emergency grounds and the Federal authorities. We are returning to the South, and intend to carry out our contract as soon as our organization is again built up, but only provided that the conditions of the contract, signed by the Minister for Defence, are completed.

Major Brearley's conclusion regarding Lieutenant Fawcett's fatal crash was that he attempted to follow Lieutenant Taplin into a tricky ground surrounded by tall trees and having slowed his machine to the limit of flying speed, he stalled and spun from an altitude too low for recovery.

On 19th December Major Brearley with the north-west aerial mails reached Derby and returned to Broome with passengers the same day. On 20th December he left Broome with mails for Perth.

The Postmaster General advised on 1st June 1922 that a regular aerial mail service between Geraldton and Derby had been established. Aeroplanes leave Geraldton every Friday calling at Carnarvon, Onslow, Roebourne, Port Hestadland and Broome, arriving at Derby on Sunday. On the return journey they leave Derby on Sunday and reach Geraldton on Tuesday.

Late in November 1923 Flight Commander Cobby sent in his report concerning the selection of landing places for an extension of the Geraldton-Derby flying services to Wyndham.

On 17th January 1924 the Geraldton-Derby aerial service was extended to Perth. Aeroplanes would leave Perth on Thursday and arrive at Derby on Saturdays and the return journey would be started the same day and arrive in Perth on Tuesdays.

The Defence Department stated that besides passengers and sundry parcels the Western Australian aerial service had carried 241,110 letters between 5th December 1921 and May 1924, which would work out at an average of about 130 letters in each flight.

Charleville-Longreach-Cloncurry Route (650 miles) Extended To Camooweal and Normanton (1075 miles)

On 25th November 1921 it was announced that tenders were to be called shortly for a subsidized aerial service in Central Queensland linking up Charleville and Cloncurry, touching Tambo, Blackall, Longreach, Winton and Mackinlay, a distance of about 575 miles. Tenders were issued in December for a service to commence at the end of May 1922.

It was not however until the end of September that final arrangements were completed. A subsidy of £12,000 for the first twelve months was to be paid and the successful tenderers were, the Queensland and Northern Territory Aerial Services Ltd, often abbreviated to the letters "Quantas".

As a matter of fact the inception of the service took place on 2nd November 1922. Before the inauguration of the aerial mail residents in Western Queensland had to rely upon horse and motor transport for the carriage of mails to the nearest rail head.

In June of 1924 the aerial service was so successful that it was proposed to extend it to include Dukes, Mount Isa and Camooweal an extra 250 miles. This extension came into operation on 7th February 1925 and the subsidy was increased to £17,000.

In 1927 the residents of the Normanton District ran short of flour. Only one boat each month made the trip from Cairns and a waterfront strike had prevented its starting on its usual trip. Accordingly a request was made to have the airmail line extended to Normanton, and incidentally to bring as much flour as the plane could carry.

This the Postmaster agreed to and the ordinary plane which left Longreach on 30th June and Charleville a day earlier, picked up as much flour as it could carry and extended its flight to Normanton.

As apparently this flight was not previously advertised, it is doubtful if more than 50 letters were carried to Normanton probably 20 would be nearer the mark. Perhaps a few letters were sent to M. S. Wright Cairns, town Clerk, Postmaster and other officials, storekeeper and private people at Normanton.

It will be seen from this that all covers carried by this first aerial post to Normanton are of more than usual interest. In the first place they were carried to a people who were brought almost to verge of starvation, owing to floods and strikes. To many it was the first aeroplane they had seen, and the realization that it was bringing them relief from a position which must have been almost unendurable would have stamped the event indelibly on their minds.

A special cachet was issued for the first flight reading:

"First Flight"
The Gulf Air Service
By Air Mail
Visit Normanton
For Big Game Fishing"

Cachets were in use bearing the words "By Air Mail" or "By Air Mail see Western Queensland" but these were later superseded by the square aerial postmark with a circle inset to take the ordinary postmark of the place from which the letter was posted.

It is interesting to note that this flight to Normanton is the only instance in Australia where a special cachet was used to denote a first flight—in all other cases the date of the postmark and the face value of the stamps used are the only evidence available, except in the first Western Australian flight where a special postmark was employed.

Adelaide to Sidney Route (780 miles)

It was announced on 25th November 1921 that a contract had been let to "The Larkin Sopwith Aircraft Supply Co. Ltd. of Melbourne" for an Aerial service between Adelaide and Sydney via Mildura, Hay and Cootamundra. The subsidy payable was £17,500 per annum for a weekly trip each way.

The first aerial mail from Adelaide to Sydney reached the Mascot Aerodrome on 4th June 1924, a day later than was expected owing to unfavorable weather.

The journey was made in a Sopwith Wallaby biplane named "The Bower Bird" and was in charge of Pilot Briggs accompanied by his mechanic A. Butler and by Pilot Sanders who was to be pilot from Hay to Sydney. Pilot Briggs being in charge of the Adelaide to Hay section.

On 7th June the return journey was started carrying mails for Cootamundra, Narrandera, Hay, Mildura and South Australia and arrived in Adelaide on 8th June.

The two following flights from Adelaide were both delayed the first time owing to engine trouble, the aeroplane being forced to land at Hay—the second time owing to weather conditions which necessitated a landing at Mildura.

Melbourne to Adelaide. Melbourne to Sydney

A new agreement was entered into on 19th July 1925 with Australian Aerial Service Ltd. (managing Agents Larkin Aircraft Supply Co. Ltd.) for a period of three years, with the subsidy of £29,500 for a greatly increased service.

The company began operation on 21st July 1925 on the following routes:

(Continued on page 16)

THE Airpost Journal

Published at 108 State St., New Haven, Conn.,
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Transient, minimum 1 inch: \$1.25 per inch.

Contract: Rates are based upon the total amount of space used in six months. Minimum space, 1 inch and at least 10% of the total space contracted for must be used in each issue.

6 inches, at least 1 in. each issue, \$1.00 per in.
30 inches, at least 3 in. each issue, .95 per in.
60 inches, at least 6 in. each issue, .90 per in.
90 inches, at least 9 in. each issue, .85 per in.
120 inches, at least 12 in. each issue, .80 per in.

The AIRPOST JOURNAL is published on the 20th of each month. Advertising copy must be received before the 15th of each month, 5 days before publication.

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Rate: 10c. per line, 50 lines for \$4.
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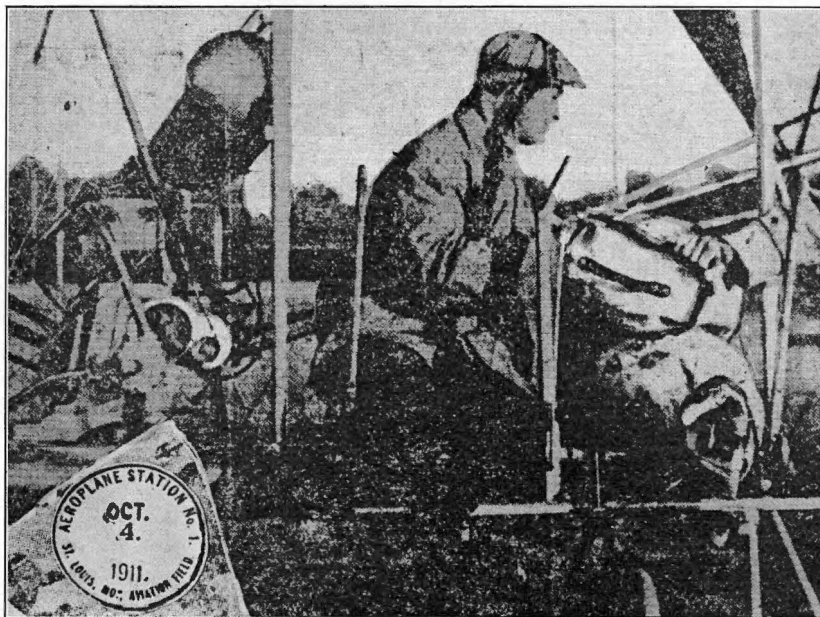
The publisher reserves the right to decline any advertisement submitted, at their own discretion.

Address all communications to: The AIRPOST JOURNAL, 108 State St., New Haven, Conn., U. S. A.

Another Accident Cover

On October 16th a mail plane of the "Compania Aeroposta Argentina" took off early in the morning from Asuncion. On board were pilot Ficarella, mechanic Queirolo, and Dr. Ramon Cortes as a passenger. The plane was flying at a low altitude when it passed over Sapucay, due to low clouds and fog. The clouds closed in on the plane shortly afterwards, and rather than delay the mails, the pilot decided to go on. Due to the unfavorable conditions the pilot got off of his course, and halfway between Sapucay and Caballero, crashed into a mountain. Pilot Ficarella died shortly afterwards, but Queirolo and Dr. Cortes escaped with minor injuries. Dr. Cortes is the Secretary of the Aero Club of Pisasdas.

Mail of considerable value from Paraguay was in the plane.



BROOKINS AT ST. LOUIS, 1911

Eighteen years ago, the St. Louis "Globe-Democrat" ran the two news items reproduced below. Clippings such as these, help to recall those pioneer days in aviation, especially for those who witnessed them. The writer saw his first plane at the International Air Races at Belmont Park in 1910, and can only sympathize with those who were not so fortunate as to see the early pilots in action. (It was also at these races that Harriet Quimby saw her first plane)

After all there is no thrill in flying today to compare with those pioneer days when Johnstone, Hoxsey, Kearney,

Beachey, and other self made pilots were skipping over fences and doing cake walks with the Grim Reaper, in their kite-like machines.

Do you remember how you could see the propellor blades of the early Wright machines; they revolved so slowly that each blade could be seen distinctly, when the plane was in full flight?

The first newspaper clipping below appeared just before Brookins' first flight, and the second was published the following day.

FIVE HUNDRED SEND AERO-MAIL LETTERS

Post Office Gets Missives to
Be Carried To-Day by
Walter Brookins.

POST CARDS REQUESTED

Lambert Prepares for Motor
Boat Hydro-Aeroplane
Race on Mississippi.

Oct. 4—With the inauguration to-day of the "aerial route", in which Walter Brookins will carry United States mail in an aeroplane from Kinloch Field to Fairground Park, St. Louis aerial events start in earnest. The distance from the two points between which the mail will be carried by aeroplane and the time scheduled for the trip is twelve minutes. The route is to be the first aerial route west of the Alleghany Mountains. About 500 letters yesterday were received by the Post Office for delivery by way of the "aerial route." A letter yesterday was received by Albert Bond Lambert, president of the Aero Club of St. Louis,

from Hugh Robinson, driver of the hydro-aeroplane, challenging the motor boat Reliance IV to a race. Robinson also asked the privilege to carrying mail from Alton or Jefferson Barracks to St. Louis in his hydro-aeroplane.

Lambert spent yesterday afternoon in an effort to make arrangements for the race of the hydro-aeroplane and the motor boat. Should the race be run it is predicted St. Louisans will see one of the most unusual races ever flown or floated.

To Postmark Aerial Mail

All mail marked in the lower left-hand corner "Aerial Route" will be carried by Brookins. Post Office officials yesterday expressed the wish that post cards rather than letters be sent for delivery by aeroplane. All letters or post cards to be carried by aeroplane must carry a 2-cent stamp, and any packet bearing less than that amount of postage will be rejected. Advertising matter is barred.

The distance of the new aerial route is the longest yet attempted in carrying mail, and the time is less than that usually made. Barring accidents to the mail aeroplane, the time made for mail going over the new route probably will be faster than most of Uncle Sam's mails make. Three new post offices have been established in connection with the aerial route—Kinloch No. 1 and Fairground

(Cont. on Page 16)

Soviet Russia

Russian airposts offer an extremely interesting opportunity to the collector who wishes to strike out for himself in a little explored field. There is plenty of romance connected with the airmail in this mysterious country, and while material is not easy to find, it usually can be picked up at a low price, considering its comparative scarcity.

The successful flight of 'The Land of the Soviets' with Shestakov as chief pilot, has reminded the public that Russian aviation is not a myth and that Russian aviation will bear watching.

One of the best features of airpost collecting, is the wide range of subjects open to the collector who is possessed of some ingenuity. As far as we know, there are no representative collections of Russian airmails in this country, in spite of the fact that a very fine one could be made for a comparative small outlay, provided one has the patience to search out the material.

Commercial aviation in Russia has shown a steady growth since 1922. At the present time there are over 18,000 kilometers in operation, made up of 13 different routes. Three new lines were added this year, one of which is the important line connecting Moscow with China and Japan, a total length of 4500 kilometers. All but three of these routes operate all the year around, over mountain ranges and vast stretches covered with ice and snow. By 1932 the total length of regularly operated lines will be more than double those now in use, if the program outlined at present is carried out. The great importance of Russian aviation lies in the fact that many flights are completed in a few hours, which would take days or weeks by any other means.

The existing air lines serve principally the outlying regions of the country such as the Caucasus and the central Asiatic republics. Several lines, however, radiate from Moscow, the Soviet capital. On the Moscow-Berlin line, operated by a joint German-Russian company, Deruluft, service is available every day in the week except Sunday. The trip, starting at Moscow at 6:30 in the morning, lasts until 10 o'clock in the evening. The Berlin-Moscow flight starts at 11 p.m. and is completed the next day at 3 p.m. At Riga, where the plane arrives at 7:15 a.m. one can change to the Leningrad plane and be in Leningrad at 1:40 p.m.

Other important lines starting from Moscow are that connecting Moscow and Piatigorsk in the Caucasus, and one connecting Moscow and Baku, the Soviet oil center in the Transcaucasian republics. Both lines are operated by the Ukrainian Airways company, Ukrvozdukhput, and make flights daily beginning with May. Flights from Baku to Pekhlevi in Persia are made once a week. The Moscow-Irkutsk line is operated by the third Soviet airways organization, the Dobrolet, which confines itself mainly to Siberia and central Asia. Flights are made on alternate days.

The mail service of the Deruluft line is the oldest, as this was opened in November 1922. This is still in operation and connects Berlin and Moscow. The air distance between these two points is 1990 kilometers. As a kilometer is slightly less than 2/3 of a mile, this would be the equivalent of about 1230 miles and is made in less than a day.

The lines operated by the Ukrvozdukhput are among the most popular and picturesque in the country. The trip from Moscow to Baku lasts two days. Airplanes of the Soviet Kalinin type are used exclusively.

It is 440 miles from Moscow to Kharkov, which is

covered in 6 hours. After a 30 minute stop the plane continues on to Rostov, where a connection is made with two other lines; one going to Piatigorsk, just 1000 miles from Moscow, which takes one day, the other line going to the Black Sea, Kutais, Tiflis and Baku. This route is over the most magnificent country in Russia, the attractions varying from the snow-capped peaks of the Caucasian range, to the sparkling waters of the Black Sea and the tropical growths of the southern coast.

The Dobrolet company operates the Moscow-Irkutsk line, which is intended primarily for the transportation of mail but also carries passengers. Fast planes cover the 4500 kilometers from Moscow to Lake Baikal in 36 hours. A portion of the route has been equipped for night flights.

Other lines of the Dobrolet in central Asia and Siberia have considerable economic importance as they serve areas where practically no railways exist and where airplanes constitute the only modern method of locomotion. Among such lines are those from Irkutsk to Yakutsk, the capital of the large Yakutsk republic, which has an area of 4,000,000 square kilometers and a population of only 300,000. The Yakutsk-Irkutsk and Vitim-Bodaibo lines operate once a week all the year round, in spite of the fact that the winter in this Siberian region lasts longer than in other sections of the country. The trip of 2994 kilometers is for the most part over uninhabited forest lands. Nevertheless, no accidents have been reported on this line nor on any of the other lines in the Soviet union.

The Verkhneudinsk and Ulan-Bator line of the Dobrolet, 600 kilometers long, connects the Soviet union with the Mongolian republic. This line is operated twice weekly all the year round.

The Dobrolet also operates the Taskent-Kabul line, 1140 kilometers, in length, which provides transportation between the most important city of Soviet Central Asia and the capital of Afghanistan. This line is operated once weekly all the year round. Other central Asiatic lines operated by the Dobrolet are the Tashkent-Samarkand-Termez-Dushambe line, 963 kilometers, four times weekly; Chardjui-Khiva-Tashauz, 469 kilometers, six times a week; Frunze-Alma Ata, 240 kilometers, four times a week; and Alma Ata-Semiplatinsk, 1100 kilometers, twice weekly. All the Soviet central Asiatic lines are operated during the entire year.

Among the more important lines planned is one to connect Moscow-Tashkent and two lines from Irkutsk—one to China and one to Japan. These lines will make it possible for passengers to travel by air all the way from Berlin to Japan and China.

Three hydro-aviation lines are also planned, on the Volga, between Astrakhan and Nizhni-Novgorod, on the Yenisei river in Siberia, between Krasnoyarsk and Turukhansk, and on the Ob river in Siberia between Omsk and Obdorsk.

Considerable successes have been achieved during the past few years in the construction of airplanes and motors in the union and production is increasing rapidly. Soviet lines are served by native aviators, with the exception of the Deruluft line on which both German and Soviet aviators are engaged. A number of distinguished aviators have been developed in the Soviet union in the past few years. Among those are Shestakov, Gromov and Moiseev, who have notable achievements to their credit in non-stop and long-distance flights.

Collectors of airposts who enjoy 'search and research' are recommended to take up Russia.

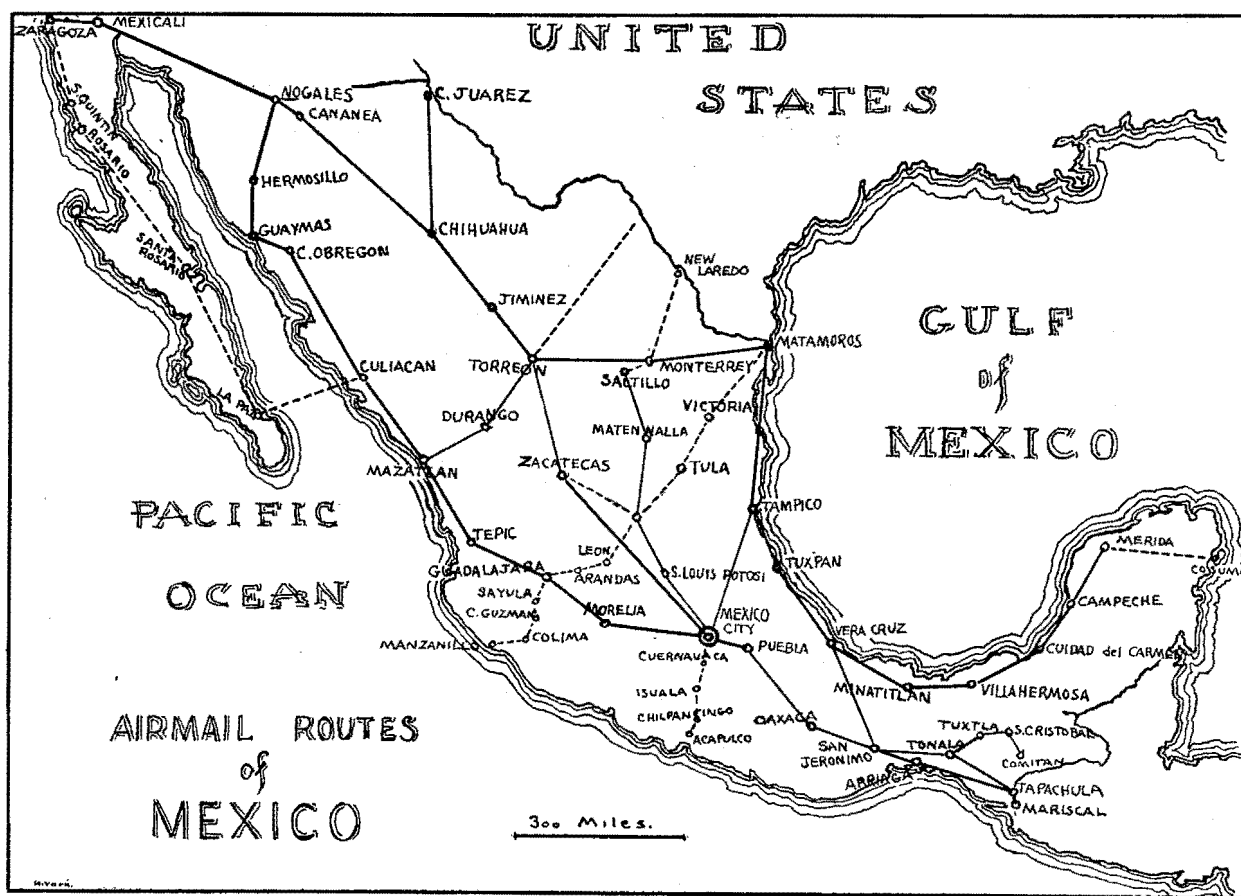
Note:—Provided it would be of interest to our readers, we intend to publish articles on the airposts of other countries in future numbers. Specialized airpost collections can be made of several foreign countries, with a very modest investment. First flight covers, in many cases are comparatively rare, but due to a light demand, they can be bought for a fraction of their value. As the airpost hobby grows, the demand for these pieces will become more apparent, which makes us believe that the next important rise in values will be in the good foreign covers.)

Royce A. Wight

Home of Air Covers
ANDOVER, MASS.

SANTIAGO to CRISTOBAL, \$1.90

This is one of the many super-bargain offers listed in our latest price list, a copy of which you may have for the asking. Another of the BARGAINS is Cris.—Cartagena, Barran. & Curacao, ea. 50c. This just illustrates how the prices run. Space forbids our enumerating further. We think, however, that these two offers are appealing enough to make anyone want to get a peep at the rest of the many bargains. Another BARGAIN is—ZEPPELIN first EAST-BOUND, Oct. 28th, 1928, very fine cover—\$2.95. Don't delay—the list will be void soon.



Contract Airmail Routes In Mexico

At present there are 6 Contract Routes operating in Mexico, in addition to 2 branch Routes and 1 line operated by the Government.

Although Mexico is our next door neighbor, Mexican covers are far from common, in fact most of them are decidedly scarce. We have sketched a map of the lines now in operation, from information contained in the U. S. Official Postal Guide, and are also indebted to 'El Timbre Postal' for information regarding proposed additions to these Routes.

We list below the 6 Routes with the points covered.

- Route No. 1. 300 miles
Tampico-Tuxpan-Tejira (Vera Cruz)
- Route No. 2. 530 miles
Vera Cruz - Minatitlan - Villahermosa - Ciudad del Carmen - Campeche - Merida.
- Route No. 3. 625 miles
Matamoros (Brownsville) - Monterrey - Torreón - Durango - Mazatlan.
- Route No. 4. 420 miles
Vera Cruz-San Jeronimo-Arriaga-Tapachula.

Route No. 5. 1300 miles
Mexico City - Morelia - Guadalajara - Tepic - Mazatlan - Culiacan - C. Obregon-Guaymas-Hermosillo-Nogales-Mexicali-Zaragoza.

Route No. 5-B. 690 miles
Mexico City-Puebla-Oaxaca-San Jeronimo-Tonala-Tapachula-Meriscal.

Route No. 6. 1005 miles
Mexico City - Morelia - Guadalajara - Tepic - Mazatlan - Culiacan - Juarez.

Branch "Chihuahua-Nogales" 345 miles
Nogales-Cananea-Chihuahua.

The Mexican Government also operates a route connecting Mexico City, Queretaro, S. Louis Potosi, Matennala, and Saltillo.

New lines which may be opened in the future are shown with dotted lines on the map above.

Daily service has also been authorized on F.A.M. Route No. 8 from Brownsville to Mexico City direct, in addition to the three times a week service form Brownsville via Vera Cruz, San Geronimo and Tapachula to Guatemala City.

ARE YOU INTERESTED?

In Air Stamps of all Countries?
United States flown Covers?
Canada or Foreign flown Covers?

WOULD YOU LIKE?

To See Any of Them On Approval?

ONE MAN SAYS:—

"I wish other people would take as much interest in a Customer as you do."

WILL YOU SEND?

YOUR REQUEST TO US?
It Costs Little, But Benefits You a Lot.

Marks Stamp Co., Ltd.
462F Spadina Avenue
Toronto 2, Canada

Neither Did We

New airmail stamps seem to be appearing almost daily, and the wise collector is getting them at the earliest possible moment. Those of us who at one time collected postage stamps, or still do, have often heaved a sigh of regret that our parents or grandparents, as the case may be, didn't lay in a supply of covers and stamps when they were current. But how many of us began tucking away airmail stamps from the time they first appeared, and how many mint Hawks did YOU buy ten years ago, when they sold for \$25.00 apiece?

FIRST FLIGHT COVERS

SAN JUAN TO: St. Thomas, 40c; San Juan to Antigua, \$1.00; San Juan to St. Lucia, \$1.00; San Juan to Port of Spain, \$1.00; San Juan to Georgetown Br. G., \$1.25; San Juan to Paramaribo, D. G., \$1.25; St. Thomas to San Juan, 40c; Antigua to San Juan, \$1.25; St. Lucia to San Juan, \$1.25; Port of Spain to San Juan, \$1.25; Georgetown to San Juan, \$1.50; Paramaribo to San Juan, \$2.00; registered covers.

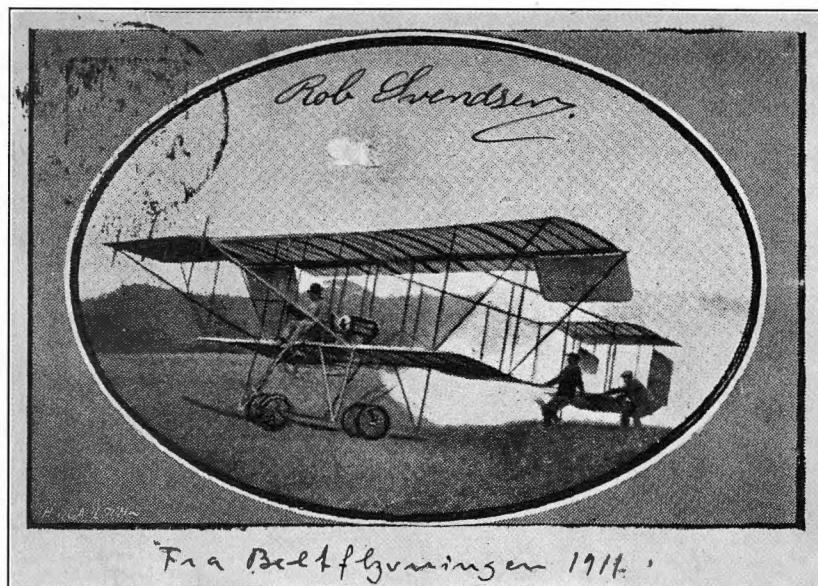
HOWARD M. WEAVER
WAYNESBORO, PENNSYLVANIA

A Complete and Detailed Account Of Early Airmail Flights in Denmark and Sweden

DENMARK

To Denmark goes the credit of the second aerial mail on record. While giving exhibitions at the city of Middelfart on the island of Fyn the Danish pilot Robert Svendsen flew on September 2nd, 1911 across the Little Belt in his home-built Henry Farman 50 hp Gnome-engined biplane and dropped some 150 postal cards at the opposite city of Fredericia on the peninsular Jylland, where they were cancelled. The time indication on the cachet is 6-8 E.i.e.p.m.

The Army pilot Lieut. I. B. Ussing covered the 20 miles from the military aerodrome at Christianshavn on Amager island to Roskilde on a Henry Farman 80 hp Gnome engined biplane. Postal officials co-operated at both ends in collecting, loading and cancelling this air mail. The country rate of 5 Ore applied and the postal cachet of Roskilde bears the time mark: 6-8 E. (p.m.). The special air mail cachet reads in two-line violet frame: "*Besorget med Danmarks 1ste Flyvepost*" (Forwarded by Denmark's 1st air mail) and the date.



This postal flight was arranged by the "Middelfart Avis", a local newspaper, which had 200 of the official postal cards, franked with the local postal rate, 3 Ore, printed with a view of a start of Svendsen. They were sold for 2 Kroner a piece (about 54 cents) and bear the signature of the pilot. Most of them show also in another handwriting the words: *Fra Beltflyvningen* (From the Belt Flight) or: *Beltflyvning 1911*. Less than 20 of these cards are known to exist today.

On July 29th 1912 the Danish Pilot Ulrik Birch in his Maurice Farman 70 hp Renault engined biplane was scheduled to fly from Copenhagen to Hareskov, where the committee of a midsummer festival had arranged for a return postal flight to be distinguished by special cancellation. Ladies with boxes on their backs collected postal cards, which had two violet cachets applied. One with a two-lined text in square frame: "*Højsommerfesten (The Midsummer Festival) i (in) Hareskov (Hare Wood) 1912.*" The other in a two-line oval frame bore the text: "*Flyvepost. (Air Mail) No. 1*" and the pilot's name, the given one being misspelt. A thunderstorm forced the cancellation of the flight. Some of the mail was forwarded from Hareskov by rail. Mint cards sell for \$4, those with postal cancellation at \$10.

The Copenhagen-Roskilde postal flight on May 12, 1914 was organized as an air mail demonstration for the benefit of the annual Children's Charity Day. 5000 cards were to be sold at 25 Ore each (about 7 cents); actually some 3500 are believed to have been disposed of and flown with less than 100 available now.

Most of the cards, but not all, bore a second cachet as well, with the date and the word: *Børnehjælpsdagen* (The Children's Charity Day). The writer has seen two versions of this cachet. The verification of these air mail pieces is comparatively easy, as only cards bearing the text: *Børnehjælpsdagen 1912* were entitled to aerial transport. Cards only, therefore, were carried on this postal flight.

The first visit to a foreign country by one of the early commercial Zeppelins operated by the Delag (Deutsche Luftschiff-Fahrt A. G. (i.e. German Airship Navigation Co. Ltd.) took place on September 19, 1912, when the "Hansa" made an early start from the Fuhlsbüttel airship shed at Hamburg, arriving at the Copenhagen aerodrome at noon. Dr. Eckener was the commander and Count Zeppelin himself partook in the trip. After light refreshments had been taken, and passengers changed, the "Hansa" made its successful return flight to Hamburg that same evening.

As usual passengers indulged in their favorite pastime of writing souvenir postal cards on board. Mail was carried in both directions. Danish stamps were used on the outward flight, and German ones for the return trip. The usual circular or oval Zeppelin ship cancellations were used with the text: "*On board the airship*" followed by the name and date.

Shortly after the war, one J. Erlind, father of three pilots, planned an air line from Copenhagen across the main islands and up thru the peninsular Jylland to Skagen. The intention was to drop mail by parachute

over the cities enroute and to procure the means for buying the aircraft by the sale of a 5 Kroner (about \$1.33) stamp depicting an airplane flying over a map of Denmark with the route marked, and with clouds below. The valuation was printed in the left and right top corners and the following text (in translation) at the bottom: Danish aerial transport Copenhagen-Skagen. The stamps were printed in 3 colors; red, yellow and blue, in sheets of 32. A propaganda postal card of similar layout, and in addition carrying a picture of the promoter, was also issued. The scheme never materialized and so the stamp does not exist cancelled on flown covers to Skagen (See however Aarhus flight below). Some of the mint stamps carry cachet imprint of the planned name and address of the company: Erlind's Lufttrafik (Air Traffic) Aebleskjen 3, Copenhagen S, others that of: Bornenes Kontor (The Children's Office) the explanation for which is that this charitable institution was presented with and sold the remaining stock of Skagen stamps.

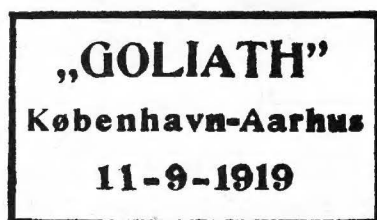
During a demonstration visit with a twin-engined Farman Goliath biplane, the pilots the French Captain d'Ors and the Danish Captain Krause Jensen, who served as volunteer in France during the war, carried a private mail between Copenhagen and Aarhus on September 11, 1919. A private cachet in red ink was used with the text "Goliath and the two cities and the date in a square frame, one and seven-eighths inches by one and one-quarter inches. The flight started from the Lundtofte aerodrome near Copenhagen and the usual stamps were

flight, the same organizers arranged, during a special demonstration day on September 3, 1925, for another mail carrying flight from Naestved. This time to Kastrup, the airport of Copenhagen. Lieutenant Karl Erlind was the pilot and a private label, costing 50 Ore was applied to the mail, in addition to ordinary postage. 500 labels were printed, of which more than 300 were sold and a few presented. 287 covers were actually flown. This item has brought a price of about \$10.00.

SWEDEN

The exhibition flying in June 1912 at Eslof, by Peter Nielson in his B-S monoplane was responsible for the first Swedish airmail. On June 1st he flew with mail; the collection of which has been officially arranged for the neighboring village Marieholm, where he landed next to the Akarp Inn. A three line rubber stamp was used. The translated text of the top line between two asterisks reads: "Swedish Airmail", followed in the next line by No. 2, below which came the name of the starting city and the year. The reason for terming this the 2nd Swedish airmail was the belief of the organizers that mail had been carried shortly before at a neighboring place during some flying by another Danish pilot.

A return flight was arranged for, and mail accepted, but immediately after the start the propellor cracked and a landing was made. Another 3 line rubber stamp was applied to mail for the return postal flight, reading: "Swedish airport No. 3" in the top line, with the date in the second line, and the name of the place in the third



used, which were officially cancelled upon arrival in Aarhus. As a favor to Erlind some of the letters were also carried and have in addition his Skagen stamp affixed.

During an exhibition tour of the provinces the Danish pilot Otto Reichert carried mail between the cities Naestved and Storehedinge on September 13, 1919, with departure and arrival cancellation, respectively. In addition to the ordinary postage, a private sale air mail stamp had to be used, which was sold at 50 Ore (about 18 cents) and printed in sheets of six, tête-beche with one top corner specimen and the opposite lower one lacking a stop after the valuation below the "Flvepost-mærke". Most of the air mail has wrong year date in the Naestved cachet, as the 1918 error was only noticed and corrected towards the end. The correct Naestved cachet: 13-9-19 is therefore the rarer. The commoner specimen sells at \$55. About 140 postal cards and letters were carried, and the organizer destroyed, afterwards, the remaining mint stamps, 300 of which had been printed.

In order to "cash in" on the popularity of the above



line. Another cachet was also used, being of two concentric circles, the outer and heavier line being corrugated. The text reads: "Airpost No. 3" with Akarp and Eslof between asterisks. In the center, two lines with the dates, the year above and the month below. On all known specimens the word "Svensk" (meaning Swedish) has been added in handwriting, generally in red ink. A few cards are known with both cachets applied. The return flight was probably delayed as one specimen is known with the center, date, line, of the three lined cachet removed. As there was at that time no post office in Marieholm, all mail was returned to Eslof for official cancellation, the date being June 3rd, 1912. The existence of only one card from the outward flight from Akarp to Eslof is known, and in the opposite direction, about one dozen cards have been located, and have sold for \$175.00 apiece.

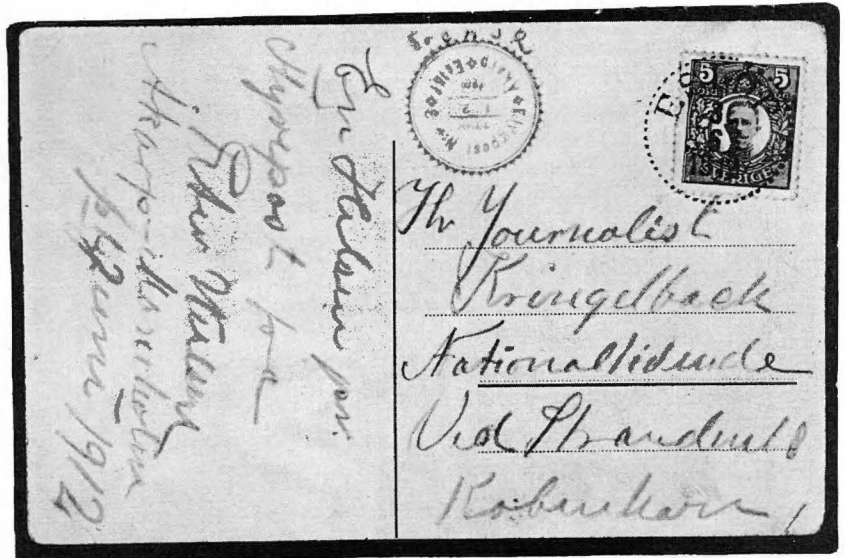
In connection with the charitable organization, "Children's Day", September 1912, three flights were made by Lieutenant Olle Dalbeck on his Borel monoplane, on the 21st, 22nd and 25th, with official sanction by the P. O. Department. A special cachet was used for cancellation on the ordinary post stamps. In addition a special private violet stamp was used which sometimes was also cancelled with the cachet contrary to instructions. 10,000 of these stamps were printed. The cachet and

from Kalmar till Oland—den 7. eller 8. Feb. 1914", meaning "Airmail carried in airplane by Dr. Thulin from Kalmar to Oland, Feb. 7 and 8, 1914". A similar cachet, except for the name of the two cities being interchanged, had been prepared for the planned return flight and a few cards which were not dropped at Farjestaden have both cachets applied and bear the post mark "Kalmar Lbr. 8.2.1914". On February 12 Dr. Thulin made the flight from Skogsby on island

★ Svensk Flygpost ★
Nr 2
Eslöf 1912.

Above: cachet used on 1st Swedish Airmail.

Right: Card carried on second (return) flight.



the stamp both bear the inscription "Sveriges Första Flygpost", meaning "Sweden's 1st Airmail". The first postal flight was made between Stockholm and Jarva, with about 50 pounds of mail. On the second postal flight the pilot fell into the harbor of Varten, when engine troubles developed. Mail from this flight bears therefore, evidence of the effect of the water,—the address being smeared and the stamps clearly having been replaced. The 3rd mail flight was made above the Swedish capitol. A total number of about 5000 letters and postal cards were carried on these flights and the Swedish General Electric Co. (A.S.E.A.) and a printing establishment issued special advertising cards for the occasion, for the airmail. An oval violet cachet exists on unused cards from the city Lund, with the inscription: "Airmail 1913" and is believed to have been prepared for a mail flight by Dr. Thulin in that summer.

In February 1914, Dr. Enoch Thulin carried mail between the city of Kalmar and the island Oland. On the 8th he flew over to the island from the mainland, and returned without landing, after having dropped a bag at Farjestaden where it was postmarked and forwarded the same day. Insufficiently franked correspondence has a cancellation applied with the additional text "P.L.K." A five line cachet was further applied reading: "Luftpost öfverfordt pr aeroplan of Dr Thulin—

Oland to Kalmar. They have the date in the above cachet for the return flight, corrected in ink. About four dozen cards were carried on the outward mail flight and fewer on the return. The cards bear either a picture of the pilot or show his Bleriot monoplane in flight. They have generally sold at from \$100 to \$125.

In October, 1919 the small seven passenger Bodensee made a flight from Berlin to Stockholm and return, in one day, with an intermediate landing at the Swedish capitol for exchange of passengers. Mail was carried in both directions and consisted of about 2000 pieces of which by far the greater portion was carried in the direction of Stockholm. The Swedish P. O. Department applied a special green cachet with the text: "Bodensee 8, Oct. 1919".

On May 5th and one later occasion, 1920 experimental mail flights were made by the English Lieutenant, Colonel J. L. P. Henderson, in his Fairey seaplane, between Stockholm and Helsingfors in Finland. They were arranged jointly by the P. O. Flying Co. (so named after the initials of the manager), and the newspaper, "Afonbladet". The cachet was applied with the text (translated) reading "1st airmail, Sweden-Finland P. O. Flying Co."

**AIRPOST STAMPS
AND COVERS
WHOLESALE**

**WE IMPORT DIRECT and can supply New Airmail
Stamps or Covers of any country.**

Anything in Airposts **WHOLESALE** for Dealers, including early 'classics'
in Airpost Stamps and Covers.

BERKSHIRE EXCHANGE, 1576 Broadway, New York, N. Y.

Prices Realized At The Lissiuk Auction, October 29-30

(On the whole, some choice bargains were to be had at this sale. The strongest group turned out to be the Philippine Islands, for in spite of the fact that many duplicate covers were offered, all brought firm prices.)

U. S.—Cedar Falls, Ia. 1912. No. 40 was a bargain at.....\$23
 “ 1918 *First Gov't flights*, May 15th brought an average of \$12 each. (6 offered)
 “ May 16th, 1919 No. 106.....\$20
 “ *Jahn Mail dropping*, No. 134. (3 copies) averaged about \$15 each
 “ *New Orleans-Pilottown*, 1923, Apr. 9.....\$14.90
 “ C. A. M. No. 2 *Springfield-Peoria*, signed by Lindbergh and P. M. Conkling.....\$112.50
 “ Three “accident” covers averaged \$3.50 each
 “ *Recent C. A. Ms in Misc. wholesale lots*, went cheap, averaging about 11c. per cover
 “ 756 “Dedication” covers and unofficial cachets sold at 6c. per cover.

CANADA—3 copies of the *Toronto-New York* covers 1919 were given away for \$12 apiece.

GERMANY—A “Sachsen” card of 1913 brought \$18.25

NEWFOUNDLAND—Three Pinedo covers brought \$131., \$151, and \$135, respectively. All of these bore the overprinted stamp.

PHILIPPINES—No. 5 Cat. Value \$30 brought \$12.50

“ No. 10 (9 covers; various addresses, averaged about \$21 apiece)

“ No. 12 (6 copies) average price \$11.50

“ No. 13 Cat. value \$100 brought \$80.00

“ No. 16 Cat. value \$100 brought \$40.00

“ No. 17 with cpl. set of air stamps \$120.00

“ No. 36 Cat. value \$80 brought \$32.00

“ No. 37 Cat. value \$100 brought \$40.00

“ No. 38 Cat. value \$20 (16 copies of No. 38 were sold bringing from \$7 to \$15 each)

“ No. 44 Cat. value \$30 brought \$13.00

“ No. 46 Cat. value \$40 brought \$18.75

“ No. 41 Cat. value \$27 brought \$11.00

“ No. 49 to 51. Several copies, brought from \$18.50 to \$29.50 each.

Airpost stamps went at about market prices. An unused ‘Hawker’, without gum and somewhat inkstained brought \$475.00.

A collection of 292 semi-officials of Canada sold for \$200.00.

THE POWER OF COHESION

GORDON H. CROCH

Here is what happened on a railway a little time ago. A train of freight cars was standing at a station (just why, I don't know, and it doesn't matter now); but there it was, just past a curve of the track. Another freight was slowly working along behind; slowly,—for two reasons, first the engineer knew about the other one ahead, and second, it was muggy, foggy weather, one of those occasional days of London weather which sometimes comes over here. Suddenly, BANG! CRASH!!

The engine had hit the caboose; it didn't stop there either, but went on until the next four cars were pretty well demolished, and their contents strewn alongside the tracks. The second freight was crawling along at some six or eight miles an hour, so it wasn't speed that did the damage.

What then? Just the weight of the fifty loaded cars behind the second engine. Cohesion and impact, or, if you like, sticking together,—logical connection, resulting in power,—force.

But what has this to do with Aero-Philately, you ask? Simply this, Booster, Knocker or Stand-Patter, whatever you may be. There has been some talk and criticism of American Philately, both as a hobby and as a business, because of an insufficiency of leadership, of careful painstaking study (except for the classic U. S. postal issues). But, perhaps we would do better with what we have, if we, the rank and file, gave them better support.

One man, or a few, can make but little impression upon the Philatelic World, but if there are dozens,—working, each in his special way, but for the general advancement of Air Mail Collection, there will be something accomplished for historians to write about.

Many a military campaign has failed; many a worthy cause has lamentably lapsed; many an evil has defied destruction. Any why? Through lack of “the sinews of war”? No! Because of an unsympathetic public opinion? No! Due to a lack of rank-and file workers? No! Simply because of an absence of co-operation, a lack of cohesion, an unwillingness to work together, a narrowness of vision, an exhibition of smallmindedness, a display of ill-feeling, and a spirit of jealousy. These are the things which retard progress, restrain enthusiasm, nullify much good work, prevent more rapid expansion, and create havoc generally in the body Philatelic.

Take for instance, this matter of the Air Mail Catalogues. Bill Smith objects to what Jack Jones, prefers; while Jack goes his own way, sure that he is right. Pete Robinson, jumps on what Tom Brown proposes, and pours forth “the vials of his wrath”, as if he were one of the Four Horsemen of the Apocalypse.

To one, who keeps his stamp papers, what a sorry condition does the rereading of some of the past year's issues, reveal! Lack of restraint, harshness of expression, stubbornness of view-point, hastiness of judgment, all are evidenced. How uncalled-for, unseemly, and unproductive of lasting good!

Now that the New Year is close at hand, why not each of us resolve (and keep it) that the Motto on the Lincoln penny is good enough for us, and also surely the reverse, “one for all”. Then, buy each and every Air Mail Catalogue, for they're all good, each in its own sphere; buy, sell, or collect just what we want; and finally, “Boost Air Mail”, for the biggest and best “Banner Year” yet known.

Canada

Mr. W. R. Patton will be the editor of this column on Canadian airposts, and his activities for the past few years ably fit him for the task. Mr. Patton has supplied most of the data for the Canadian section of the Standard Airpost Catalogue for several years. Any inquiries on Canadian airposts, addressed to him, will receive a prompt reply, if return postage is included. If there is anything that puzzles you, or if you can make any additions or corrections to the Canadian section in the catalogue, write Mr. Patton, (Box 2384 Winnipeg, Man. Canada).

In addition to keeping us informed of new developments in this popular country, Mr. Patton promises us some interesting accounts of flying the mail in the far north.

Announcement

Ottawa, Canada, Oct. 1929.

By authority of the Postmaster General, regular air mail service between the following points will be inaugurated on or about the 1st December, 1929:—

WINNIPEG and CALGARY, via Regina, Moose Jaw and Medicine Hat.

REGINA and EDMONTON, via Saskatoon and North Battleford.

In order to commemorate the inauguration of this Canadian air mail service, the following special cachets will be used on letters carried on the initial flights:—

Winnipeg—Regina,	Calgary—Winnipeg
Winnipeg—Moose Jaw,	Calgary—Regina
Winnipeg—Medicine Hat,	Calgary—Moose Jaw
Winnipeg—Calgary,	Calgary—Medicine Hat
Winnipeg—Saskatoon,	Saskatoon—Winnipeg
Winnipeg—North Battleford,	Saskatoon—Regina
Winnipeg—Edmonton,	Saskatoon—Edmonton
Regina—Winnipeg,	Saskatoon—North Battleford
Regina—Moose Jaw,	North Battleford—Winnipeg
Regina—Medicine Hat,	North Battleford—Regina
Regina—Calgary,	North Battleford—Saskatoon
Regina—Saskatoon,	North Battleford—Edmonton
Regina—North Battleford,	Edmonton—Winnipeg
Regina—Edmonton,	Edmonton—Regina
Medicine Hat—Winnipeg,	Edmonton—N. B'ford
Medicine Hat—Regina,	Edmonton—Saskatoon
Medicine Hat—Moose Jaw,	Moose Jaw—W'peg
Medicine Hat—Calgary,	Moose Jaw—Regina
	Moose Jaw—Medicine Hat
	Moose Jaw—Calgary

However, these special cachets will be used only on such covers as are sent to the Postmasters at the different points named above, bearing Canadian postage at the air mail rate, which is 5c. for the first ounce and 10c for each succeeding ounce or fraction thereof.

All covers so prepaid and forwarded under cover to the Postmasters at the different points of call, bearing an indication as follows:

VIA AIR MAIL
Winnipeg - Regina

or

Regina - Winnipeg - etc.,

will go forward on the initial flight. They will be datestamped by the despatching Post Office and backstamped by the receiving office, in addition to bearing the special cachet.

McMurray-Aklavik Flight November 1929

This is just a little item to shed a little light on the Government flight which will take place within a very few days after you receive this, the first number of the Airpost Journal. As everybody knows there are 13 different stops on this route, but few people are aware of the distance flown each flight. McMurray to Aklavik is around 1,600 miles so that each stop is roughly 125 miles apart. Former years the mails have taken over two months to come from Aklavik to McMurray and I understand that 71 days is the Winter record. This year it will be nearly two days which is rather a big cut in mail delivery. This is incidentally Canada's longest mail route as all other routes, Government and Private Companies in this Country do not equal 1,600 miles.

The population of this vast Country is slightly over 5,000 so that one is almost tempted to ask why they need an air mail service. The only excuse is the enormous distances to be covered and that Northern Canada is a very rich fur Country. The postage rates for parcels are very reasonable as the rate to Aklavik is \$1.00 per pound, which compared to the cost of sending a one ounce letter from Canada or the United State to Paraguay, Chile, etc. will be found to be almost the same charge.

The Government announcement from Ottawa mentions only 13 points, but on taking up the supplement issued Monthly to the Post Office Guide we find there are 15 points in all, and that the other two are Herschel Island and Rae. Why no first flight covers to these points? Here is an interesting side to Government mail carriage. This vast Country is practically governed by the Royal Canadian Mounted Police. Every Winter detachments of police endeavor to cover every part even to the very smallest settlement. Mail addressed to Herschel Island is flown to Aklavik, and held there till the Police patrol is going to Herschel and then taken by them. Mail to Rae is flown to Fort Resolution and also handled from there in exactly the same manner as the mail to Herschel.

A glance at the occupations of the Postmasters is interesting at these 15 Post Offices. At three points we have P. Ms. who place Rev. before their names. A Catholic Priest, United Minister and an Anglican. One P. M. is a Captain and another is a Doctor. Then at Herschel Island the Post Office is handled by the Police, the P.M. at present being Corporal Chitty, the most northerly Postmaster in the World. The other nine P.M. are either owners or factors of trading posts.

The air mail service is handled for the Government by the Commercial Airways, and it is understood that the pilot on the first flight North will be Capt. (Wop) May, who is one of the best known pilots in Canada to-day. The first time airplanes were used in this Country was during the Summer of 1928 when the great "Punch" Dickins, C. H. is his correct name, flew over the Country to arrange for the Western Canada Airways service which was to start early in 1929. Later on we will devote an article to Dickins and his Company which will, I trust, be interesting reading.

GOLD BONDS

C. A. M. 12

CHEYENNE to Pueblo, May 31, 1926, a fine cover autographed by the Pilot, E. L. Curtis, very rare thus and a special value at.....\$2.75

C. A. M. 29

NEW ORLEANS AIR MAIL FIELD to Beaumont, Jan. 23, 1929, has provisional Field cancel in magenta and cachet in PURPLE, a scarce item....\$2.00

F. A. M. 6

U. S. NAVAL STATION, St. Thomas, V. I. to Miami, Sept. 26, 1929, has the Naval Sta. cancel, a GOOD one.....\$3.50

C. A. M. 19 plus F. A. M. 6

CAMDEN, N. J., Sept. 15, flown to Port of Spain, Trinidad on the Lindbergh flight. Made connections nicely and having BOTH first flight cachets is a piece of unusual interest\$3.00

I am now prepared to send selections of fine CAMs and FAMs on approval to serious collectors. Of course the usual references are essential—two dealers with whom you have dealt preferred.

Edgar C. Cantrell

P. O. Box 1267
San Antonio, Texas

Items of Interest

Readers are advised to be careful of covers offered them bearing first flight cachet of Rolling Portage-Red Lake or Gold Pines, flown either way during 1927. The first flight was on May 10th, 1927, and we have seen two covers which are postmarked June 1927, having first flight cachet, which are obviously fakes. Every first flight cover has the dates of May 10th, 1927 either front or back and are very easily identified.

Covers are also being offered with first flight cachet of Gold Pines, Red Lake, Woman Lake or Jackson Manion, and Narrow Lake dated January 25th, 1928. Readers are informed than any of these covers offered with cachet are not official. No cachet was used by the Government or the Western Canada Airways contractors in any way, and the cachet has no doubt been placed on covers by private parties.

June flight to Gods Lake, Island Lake, from Norway House. No backstamping or any method of identification could be used, so that no actual first flight covers exist, at least they cannot be proved.

Another doubtful cover is the Prince George-Ingenika River flights of June. The Company refused to carry covers for collectors unless an address was placed on them. As there is absolutely no points there to address covers to, it was therefore impossible to get in on this one. It is noted in the "A.M.C." under Canadian notes that 150 were carried both ways on the last flight, and we are curious also re these. If the persons sending them got over the

(Cont. on page 21)

FROM THE EDITORS SCRAPBOOK

The Christmas Aeroplane Co., Inc.

Have you ever heard of this company?

Back in 1912 the Christmas Aeroplane Co. had offices in Washington, D. C., at 1512 14th H st., N. W. For the sum of 25c they would carry a letter from Washington to New York or vice versa. This seems to have been a reasonable charge, and we wonder if the stock holders always received their dividends on schedule. A flight between Washington and New York in 1912 was about as certain of success as a flight from San Francisco to Honolulu.

We have a receipt issued by this Company, for a letter addressed to one C. R. Morris in Washington, dated May 17, 1912 at New York, and signed by the Vice-President and Secretary, whose name appears to be 'Robinson'. The receipt states that this company agrees to carry this letter by aeroplane from New York to Washington, "and there to deliver it to the City Postmaster, who will forward it to the proper destination, in consideration of which agreement the said company has been paid 25c, it being further agreed that such sum will be refunded upon failure of delivery of letter as specified."

This receipt is numbered 283, and the 25c was substituted for the original amount, which was \$1.00. Apparently business was not too good, or this was a bargain day. Or again perhaps there was competition and a 'rate war' was in progress.

At any rate, it would be interesting to learn more of this courageous corporation, and it is possible that mail carried by them was given some distinctive marking, if for no other purpose than to advertise their unique service. Can any of our readers supply any further information?

HOLLAND New Airmail Stamps

fl. 1.50, fl. 4.50, fl. 7.50, mint, only \$6.00.
All first flights of Europa and Asia in stock.
Ask for our Approvals.
Ethiopia new-air set, only 1500 sets printed, mint \$15.
Special prices for Dealers.

G. A. G. THOOLEN

Sales-Manager of the L. I. Ap.
The Hague, Holland

The First Airmail Stamp?

We understand that a special airmail stamp was used in 1906 by the Johnston-Dienstag Co. who conducted a special aeroplane service in San Francisco immediately after the Earthquake. (We should have said the Fire). The stamp was brown and showed an eagle in flight, with the name of the company and, 'Special Service San Francisco, California'. After using this stamp for about a week, the Government stopped it's use. If such a stamp actually does exist, it would be an interesting adjunct to a collection of pioneers, although it is strictly private, of course.

We understand that the Graf Zeppelin expects to make a trip shortly to the unexplored regions of the Arctic, probably next spring. Capt. Lehmann will be in command, and the bases selected are Tromsø, Norway and Fairbanks, Alaska.

500 SEND CARDS

(Cont. from pg. 8)

No. 1 and No. 2. All letters sent over this route will be stamped with a special stamp, the postmark of the "Aerial Route."

Following are the aerial events scheduled for the week:

Wednesday, 8:30 to 5:30—Speed contest (two miles), accurate landing, quick starts, fancy flying.

Thursday, 3:30 to 5:30—Speed contest (three miles), accurate landing, quick start, bomb throwing, fancy flying.

Friday, 3:30 to 5:30—Speed contest (three miles), accurate landing, quick starts, bomb throwing.

Saturday, 3:30 to 5:30—Speed contest (five miles), bomb throwing altitude, cutting off engine in air, fancy flying and spiral dip—Walter Brookins. Hugh Robinson, a St. Louis aviator, in a Curtis hydro-aeroplane, will start and land on the Mississippi River in the vicinity of the McKinley Bridge and Eads Bridge. Robinson has been selected for the flight from Minneapolis to New Orleans, starting October 11.

Sunday, 3:30 to 5:30—Speed contest (five miles), cutting off engine in air, spiral dip—Walter Brookins, bomb throwing, fancy flying.

In the middle of the field, on two bridges, will be displayed a flag of flags, the color of which will show what aviator is in the air or is about to ascend. If an American flag is displayed with a color, it indicates the winner of an event. Following is the key: Blue, Walter Brookins, Wright machine; red, Andrew Drew, Wright machine; green, John D. Cooper, Pine machine; brown, Hillery Beachey, Heimann machine; white, Tom W. Benoist, Benoist machine; purple, Sax Gantz, Benoist machine; pink, Charles Zornes; white and purple, pupils of Benoist, Harry Rafferty, John Wood-

Letters From Our Readers

Under this heading readers may air their opinions about the hobby, this magazine, the Standard Catalogue, or about anything else that is of interest to the hobby. Letters must be signed, but your name will not be published if you ask us not to.

Melbourne Adelaide,

(Continued from page 7)

Main Trunk Route. Adelaide to Cootamundra, via Mildura. Hay, Narrandera (578 miles) for a single flight once a week each day. (Mails for Sydney are entrained at Cootamundra.)

Branch Routes:

(a) Broken Hill to Mildura (189 miles)

(b) Melbourne to Hay via Echuca.

Two trips weekly each way were to be made on both of these branch routes.

lief, Alfred Boulet, B. N. Elek, Charles Griffin; black and white, C. O. Prowse, Prowse machine.

BROOKINS FLIES 12 MILES WITH MAIL

Time and Distance Records
Broken in Flight from
Kinloch Field.

FEAT IS SEEN BY 25,000

Trip Will Be Made To-Day
Across Field—Aerial Post
Box for Public

Oct. 5—Walter Brookins, flying in a Wright biplane, carried 6000 pieces of mail from Kinloch Field to Fairground Park yesterday afternoon. The distance, twelve miles, is the greatest mail has ever been carried in an aeroplane. Brookins left Kinloch Field at 4:18 p.m. and alighted at Fairground park at 4:32:40 p.m., twenty seconds ahead of his schedule. The time was the best ever made by an aeroplane carrying mail and the flight was the first west of the Alleghany mountains on which mail was carried.

A crowd estimated at 25,000 cheered the aviator as he landed at the park with the two sacks of mail. Aero Club officials rushed up to him, eager to congratulate him, shake his hand and hear what he had to say about the flight.

SCARCE FIRST FLIGHTS

Athens to Beyrouth, 368 carried.....\$2.00
Athens to India, 180 carried..... 5.00
Crete to London, 178 carried..... 3.00
Order these today as they will cost you more tomorrow.
Send for our Price List of Canadian Air-mails and First Flight covers. Just issued and free.

VICTORIA STAMP CO.

241 Queens Ave., London, 16, Ont. Canada.

FT. SMITH, NOV. 6, 1911

A Good Card \$20.00

RETURNABLE IF UNSATISFACTORY

HENRY LACKS

1915 So. Jefferson
St. Louis, Mo.

The Airpost Chronicle

Notices of new flights, new airmail stamps, and any news items of interest to Airpost Collectors are desired for publication in this column.



Type A



Type B

ABYSSINIA

The first airmail set from this interesting country has finally made its appearance. This set consists of the series of 1928, overprinted as above in red or violet. We understand that only 2000 were issued.

VALUES:

- 1/8 m, Type A (violet) orange vermillion and light blue.
- 1/4 m, Type B (violet) slate blue and vermillion.
- 1/2 m, Type A (red) grey green and black.
- 1/2 m, Type A (violet) grey green and black.
- 1 m, Type B (violet) dark carmine and black.
- 2 m, Type A (red) dark blue and black.
- 4 m, Type B (violet) orange yellow and bronze green.
- 8 m, Type A (red) violet and bronze green.
- 1 T, Type B (violet) brown lake and lilac.
- 2 T, Type A (red) green and drab.
- 2 T, Type A (violet) green and drab.
- 3 T, Type B (red) chocolate and bright green.
- 3 T, Type B (violet) chocolate and bright green.

ARGENTINE

Mr. Davis writes that the 1st flight over the Pan-American route from Buenos Aires to the U. S. A. was made on October 12, but as official permission was not received until 24 hours previously, a rather light mail was carried. The following figures give the number of letters carried, including social, commercial, and philatelic. We assume these figures represent the numbers of covers from Buenos Aires, to the places mentioned.

Mendoza	37	Buenaventura	69
Santiago	141	Colon	173
Valparaiso	33	Trinidad	1
Antofagasta	8	Managua	4
Arica	4	Belize	16
Mollendo	4	Havana	44
Lima	113	Miami	3224
Talara	16	Plus 500 registered covers	
Guayaquil	9	spread over the whole	
Tumaco	4	route.	

From Miami the first plane into Buenos Aires, brought 143 pounds of mail, about 12,000 covers.—A. H. Davis.

BRAZIL

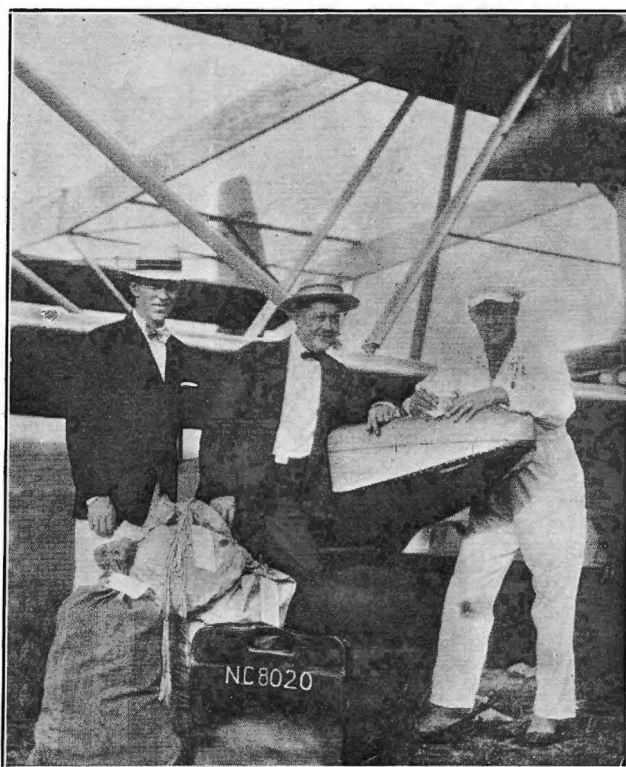
A new set of air stamps is now being issued to replace the old provisional set which is practically sold out, only 3 values having been on sale two months ago. The two stamps which we have received are in vertical format, the 200 reis, carmine, showing the dirigible of Santos Dumont, the famous pioneer Brazilian aviator, circling about the Eiffel Tower. The date, '19 de Outubro de 1901' surmounts the picture and the inscription 'Santos Dumont N. 6 (name of the airship)' underneath. The 500 reis is in violet with a picture of Dumont's plane the '14 bis' flying to the left. The date



above the design is '12 de Novembro de 1906' and the inscription below is 'Biplano "14 bis"'. Both values have 'Santos Dumont' on a scroll below the design. The other values are expected shortly, having been listed for issue the first of November.

CHILE

The one peso airpost stamp is now being overprinted in somewhat larger letters in blue, than heretofore.



Just Before The Take-Off

Pan American pilot, F. E. Ormsbee signing a receipt for the 1st Canal Zone Airmail to Chile.

The genial figure in the center is Postmaster Bliss, whose interest in airmail development and airmail collectors is well known. We unhesitatingly nominate Postmaster Bliss to the Honor Roll of executives who thoroughly understand their business, and who conduct it with foresight and efficiency.

On the left is Donald Duke, Div. Operative Mgr. of the Pan American Airways.

On the 1st Chile-Argentine airmail, which was inaugurated on July 18th, there were 514 pieces of mail carried. These are the covers which bear the 3 line cachet "Premier Courrier Aerien-Chile-Argentine".

CHINA

The recent issue of Chinese aero stamps were for franking airmail on the Shanghai-Nanking line, which was reopened on July 8th. This line had not been in operation for several years.

CURACAO

There were the following numbers issued of the recent official airmail stamps.

50c.	-	9,800
1g.	-	14,800
2g.	-	7,800

On October 15 the following numbers of the above stamps were burnt:

50c.	-	220
1g.	-	5,296
2g.	-	193

Thus the available supply is reduced to 9,580, 9,504, and 7,607 copies of the 50c., 1g., and 2g., respectively.
—Emile Mizrahi.

CORFU

The first airmail from London to Corfu arrived on Oct. 9th. One letter was in the mail bag.

CRETE

The first airmail bag arrived at Suda Bay P. O. on Sept. 17th, having left London on the 14th. On the first three trips only one letter was delivered, three in all. Beginning on Oct. 1st, airmail for Crete has been handled at Canea (Chania). The first airmail to this point consisted of 21 letters, which arrived on Oct. 8th. These have the Canea airmail cachet on the face in addition to the regular postmark.

P. J. Drossos

DENMARK

Two new Airpost stamps will be used this month. A 50 ore and 1 crown. Airmail flights were reopened for the winter on Oct. 12th.

DOMINICAN REPUBLIC

The current 10 cent blue airmail stamp is reported to be running low and a new issue is in preparation, to be put on sale when it is exhausted.

GERMANY

Berlin-Madrid, via Marseilles and Seville. This line will be opened shortly by the Lufthansa. Several experimental flights have already been made.

GUIANA

The following covers were carried from PARAMARIBO on F. M. 6:

To Trinidad	—	1826
To Seward Is.	—	31
To Windward Is.	—	2
To Porto Rico	—	440
To New York	—	1985
To Miami	—	123
To Nusc.	—	479

Total 4886

HAITI

The first value of the new airmail set was placed on sale November 4. It is of the 50 centime denomination and is one of the most attractive stamps ever issued by any country. The deep violet color and the large



horizontal format makes it unusually striking. The design shows the valley called "La Plain de Cul de Sac" near Port au Prince with a tri-motor monoplane in flight over it. The inscription in two lines "République d'Haïti-Avion" tops the design. The 1 franc value of the same design (probably in green) is due for issuance soon.

HAWAII

There is considerable activity in Hawaii just now, aeronautically speaking. The Inter-Island Airways, Ltd. has just announced its schedule and passenger rates for a service five days weekly, between the Islands, which make up the Hawaiian group. This will be a passenger service only, at least for the time being. This service was to begin on November 11th and will include the following points: Honolulu, Molokai, Lanai, Maui, Hilo (Island of Hawaii) and Kauai.

Sikorsky twin motored, 8 passenger amphibians will be used, Mr. Kennedy, general manager, and Lieutenant Cover having made a special trip to the Sikorsky Plant to try out these planes.

We also learn from our correspondent, that another company is in the field, a branch of the Western Air Transport Co., called the 'Hawaiian Airways'. They plan to make daily trips to all of the Islands, and their announced rates being somewhat under those of the Inter-Island Airways, some merry competition should ensue.

While no provisions for carrying mail have been made, it seems only probable that airmail will eventually be carried by one of these companies. Various Civic bodies have urged the Post Office Department to inaugurate a regular airmail service, and it seems to be only a matter of time before this is done. We will try to keep our readers advised.

HOLLAND

Service on the important line to Batavia was resumed on September 12th. 6500 covers and 1586 cards made up the mail at this time. The plane reached Batavia on September 22nd. The return journey was begun on October 8th and completed on the 17th.

The Dutch have resumed their service between Holland and the East Indian colonies. This is one of the longest and most difficult air transport services in the world. It was started about a year ago and later abandoned for various reasons, the chief one being the lack at that time of proper ground facilities along the route. These ground arrangements were so mediocre that the planes carried most of their own spare parts, there not being sufficient help obtainable along the way. Another handicap was the nature of the airdromes which had become softened by long rains.

This line will carry mail primarily and as many passengers as there is space for remaining after the mail has been accommodated. In addition to the line, the government is operating a line within the Dutch East Indies which has been so successful that additional lines are to be inaugurated soon.

The Graf Zeppelin visited Holland on October 13th, and mail was dropped at the Amsterdam airport by parachute.—P. G. Keijser.

Contract Routes

Amounts of Airmail Carried

We take pleasure in presenting this official list of amounts of mail carried, on inaugural flights over C. A. M. routes 1 to 15 inclusive, from figures supplied by the Standard Airpost Catalogue editors. The figures for routes No. 16 to date will be given in the next issue of this magazine. (December).

ROUTE 1

New York (east)	135 lbs.
Hartford (east)	36 lbs.
Hartford (west)	49 lbs.
Boston	335 lbs.

(There are usually from 50 to 85 covers in 1 lb.)

ROUTE 2

Chicago	\$347.20
Peoria (south)	91.80
Peoria (north)	161.90
Springfield (south)	372.30
Springfield (north)	1500.30
St. Louis	578.15

(This is given in amounts of postage collected)
Note: From the figures given above the cover from Springfield north would seem to be quite common. The fact that it is not common is possibly explainable by the extraordinary initiative shown by the Springfield Postmaster, who aroused a widespread interest in this and later flights, with the result that a larger number of private and business correspondence was sent, most of which never became available to collectors.

ROUTE 3

(Given in amounts of postage and poundage.)

Chicago	\$1,111.90	276 lbs.
Moline (south)	307.60	50 lbs.
Moline (north)	273.94	50 lbs.
St. Joseph (south)	301.30	55 lbs.
St. Joseph (north)	309.71	75 lbs.
Kansas City (south)	786.25	161 lbs.
Kansas City (north)	762.52	213 lbs.
Wichita (south)	207.61	38 lbs.
Wichita (north)	488.40	100 lbs.
Oklahoma City (S.)	385.65	59 lbs.
Oklahoma City (N.)	1,031.50	191 lbs.
Forth Worth (south)	86.70	12 lbs.
Forth Worth (north)	1,405.40	339 lbs.
Ponca City (south)	382 lbs.	
Ponca City (north)	271 lbs.	

ROUTE 4

(Given in amounts of postage collected)

Salt Lake City	\$724.86
Las Vegas (west)	112.80
Las Vegas (east)	111.80
Los Angeles	1367.80

ROUTE 5

(Given in amounts of postage collected)

Elko	\$394.95
Boise (south)	156.90
Boise (north)	235.70
Pasco	928.50

Note: It seems probable that some of the Elko mail was lost.

ROUTE 6

(Given in amounts of postage and poundage)

Detroit	\$500.00	62 lbs.
Dearborn	93.30	9 lbs.
Cleveland	264.60	36 lbs.

ROUTE 7

(Given in amounts of postage and poundage)

Chicago	\$376.85	43 lbs.
Dearborn	74.30	9 lbs.
Detroit	770.00	90 lbs.

ROUTE 8

(Figures not yet available)

ROUTE 9

(Given in amounts of postage or poundage)

Chicago	\$959.96
Milwaukee (west)	237.10
Milwaukee (east)	215.10
La Crosse (west)	165.80

La Crosse (east)	277.80
St. Paul (east)	503.30

Madison (east)	140 lbs.
Madison (west)	41 lbs.
Milwaukee	173 lbs.
Found du Lac (north)	84 lbs.
Fond du Lac (south)	196 lbs.
Oshkosh (north)	54 lbs.
Oshkosh (south)	380 lbs.
Appleton (north)	121 lbs.
Appleton (south)	170 lbs.
Green Bay	169 lbs.

ROUTE 10

(Given in amounts of postage or poundage)

Jacksonville	\$410.60
Tampa (south)	192.10
Tampa (north)	288.70
Fort Myers (south)	49.10
Forth Myers (north)	262.30
Miami	494.85
Atlanta	89 lbs.
Macon (south)	24 lbs.
Macon (north)	9 lbs.
Jacksonville (south)	11 lbs.
Jacksonville (north)	27 lbs.
Tampa (south)	6 lbs.
Tampa (north)	18 lbs.
Fort Myers (south)	4 lbs.
Fort Myers (north)	21 lbs.
Miami	43 lbs.

ROUTE 11

(Figures not yet available)

ROUTE 12

(Given in amounts of postage collected)

Cheyenne	\$512.50
Denver (south)	169.80
Denver (north)	319.40
Col. Springs (south)	92.00
Col. Springs (north)	317.80
Pueblo	556.90

ROUTE 13

(Poundage)

Philadelphia	39 lbs.
Washington	35 lbs.

ROUTE 15

(Poundage)

Philadelphia	27 lbs.
Washington (south)	16 lbs.
Washington (north)	12 lbs.
Norfolk	63 lbs.

Note: All of the above routes were inaugurated while the postage rate for airmail was 10 cents per ounce. Accordingly the approximate number of covers carried may be easily ascertained by adding a zero to the number of dollars. (When amounts are given in postage collected.) However it is necessary to deduct something to allow for excess postage, registered mail, etc.

No set rule can be given to determine numbers of covers carried, from the weights of the mail, for it is impossible to know whether newspapers or other heavy matter was included. As stated above, the usual proportion runs between 50 and 85 covers to the pound.

(To be continued)

Fool-Proof Plane

A supposedly fool-proof plane has just been produced, which is a convertible mono-biplane, which means that one of the wings can be removed if desired. No one has yet been able to spin it or stall it, and it is claimed that a student can fly it with safety after only a few hours instruction.

With one wing it will do 115 M.P.H. and with both wings can fly as slowly as 25 M.P.H. It can take off in 4 seconds.

From the above it would seem now to be only a question of price. When a real fool-proof plane can be made to sell for around \$1000. the writer will resume his flying activities, which the Armistice interrupted. As it is now, he hates to smash up a nice \$5000 plane.

New Issues, Air Stamps

BRAZIL, new series, 200 and 500 Reis	.15
DENMARK, 500 grey and 1 Kr. brown, set of 2	.65
Above flown on first day cover to London	1.10
MEXICO, 1 peso, 75c.; 5 peso, \$3.50; 10 peso, \$7.50; three for \$11.00	
Complete set, 10, 15, 20, 35 centavos and above three for only 11.50	
The five centavos values alone	.75

OTHER STAMPS

ALAOUITTES, 1926, 209-19	.35
AUSTRALIA, 1929, No. 301	.10
BOLIVIA, 1928, Nos. 308-10	.40
BRAZIL, 1927, Nos. 801-16	20.00
CANAL ZONE, 15c., No. 201	.25
25c., No. 202	.40
CHILE, 1928, Nos. 610-11	32.50
CHINA, 1921, Nos. 451-55	3.00
1929, Nos. 456-60	2.00
COSTA RICA, 1928, No. 147	2.90
CUBA, 1928 LINDBERGH, No. 702	.10
CURACAO, 1929, Nos. 201-3	10.00
DENMARK, 1925, Nos. 701-3	.25
DOMINICAN REP. 1928, nearly obsolete	.20
DUTCH INDIES, 1928 prov. 351-55	2.25
1928 permanent set	1.90
EGYPT, new 27m brown	.20
ESTHONIA, 1924, Nos. 212-16	1.25
1925, Nos. 218-22	.65
GERMANY, Zeppelin Pair	2.25
GREECE, 1926, Nos. 751-4	.50
ICELAND, 1928, No. 301	.07
1929, No. 302	.20
JAPAN, 1919, 431-2	3.25
(New set has been issued)	
LATVIA, 1921, Nos. 251-2	.50
Nos. 253-4	1.50
1928, Nos. 255-7	.25
LEBANON, 1926, Nos. 213-16	.45
Charity, Nos. 413-16	.70
LITHUANIA, Imperf. Hor. No. 441b and 442b special	8.00
MALTA, 1928, No. 301	.20
MEXICO, 1922, No. 901 (711)	7.50
1927, No. 902	1.00
1928, Nos. 903-4	.55
Carranza Issue, 906-11	1.55
See NEW ISSUES for others.	
NETHERLANDS, 1928, Nos. 704-5	.75
NICARAGA, 701, 50c; 702 60c;	
703,	.40
PANAMA, 1929, No. 701	.75
Nos. 702-4	.75
PARAGUAY, 1929, Nos. 400-2	1.50
Nos. 404-6	3.50
Nos. 407-9	1.10
Nos. 410-15	2.25
PERU, 1928, No. 802	.45
PHILIPPINES, 1928, LOF, 328-38	15.00
SAMPSON ERROR, 310a	80.00
26c. PERF. 12, 318a	90.00
RUSSIA, 1922, No. 701	2.00
SAARE, 1928, Nos. 501-2	.12
SYRIA, 1924, 318-21	1.25
322-25	.65
1926, 330-33	.45
URUGUAY, 1921, 603	1.00

Have you received a sample copy of The Airmail Beacon which lists all new issues at low prices? If not, send for a copy.

Berkshire Exchange

1576 Broadway, New York, N. Y.

WITH THE INVESTORS

Market Notes by Shylock

This isn't a tipster sheet, but simply a bit of the latest gossip from the Rialto, concerning airposts and the prices they are bringing. Those of you who never consider the investment possibilities of your collections, should ignore this column.

Did you get all of the South American provisional airpost stamps as they came out? If not, don't be caught napping again. An official issue of less than 10,000 is bound to start something. Remember there are a few stamp collectors still, of the old school, who think unofficial 'Steamboat' cancellations are classics, and that official airmail cancellations are in a class with cigar bands, most of these collectors want these provisional stamps because they are stamps, and airpost collectors want them because they are airpost stamps, and there can't be enough to satisfy everyone, so up go the prices.

Some day Columbian and Canadian semi-official airmail stamps are going to go up like a helicopter, that is, straight up. The real demand hasn't come yet. They don't hang around in dealers stock books for long as it is, but the demand is only about the average for good material. The big jump may not come for a year or more, but anyone who decides to specialize in these stamps, never need worry about how he is going to sell his collection, if he ever wants to. He and the builder of the best mousetrap will be in the same situation.

If we can judge by past performances, the recent Zeppelin covers should not advance materially in price in the near future. Rank heresy, you say? Well perhaps, but our line of reasoning runs something like this: The ZR-111 covers caused the wildest excitement at the time and sold for \$6.00 apiece. After the excitement calmed down, the price did the same, and it has been around \$4 until lately. When the Graf Zeppelin made her first westward crossing there was the same excitement, and covers sold for \$15. But you don't have to pay that today. When these spectacular flights take place, a regular Wall St. panic follows, and lasts until the next flight takes place. Prices paid during these panics are not reliable.

Having made our point, we will now proceed to tear it to pieces. After Lindbergh's flight to Paris, which most of our readers have heard about, there was a great demand for covers of Route No. 2 autographed by him. These sold for \$50 to \$75 as a general rule. Have these dropped? Alas, no, and in spite of the fact that the writer wants one badly for his collection, he must belie his nom de plume, and state frankly that they have NOT.

So there you are, according to the rules they should have come down in price, just as soon as everyone began to forget Lindbergh. The trouble is that no one has begun to do that yet. Possibly this is the exception that proves the rule.

Speaking of South America, don't overlook the recent F. A. M. covers. The demand in Europe seems to be ex-

ceptionally strong, and supplies are not large. Besides it is one of the most important Airmail systems ever opened.

These F. A. M. flights have aroused a lot of interest in all South American 1st flights, and we must include Mexico in the line up.

Speaking of provisional air stamps, (see paragraph 2) we hear that the Curacao set is bringing \$6 wholesale in New York. Not bad for a face value of about \$1.75. And the ink is hardly dry on the surcharge.

I have saved my best tip for the last. Partly because it will leave a good impression of this column, and partly because I just got it.

Practically all of the C. A. M. covers of recent date, are considered common, some of them are, but not all. The answer is that a Gov't. clerk has been hired by the Standard Airpost Catalogue, to examine all records concerning the exact amounts of mail carried on every C. A. M. flight to date, and in both directions. This work has been in progress for about two months and is nearly complete at this writing. As these figures will be the basis for the 1930 Catalogue, (and as a copyright doesn't seem to be any more than a scrap of paper these days), the catalogue editors naturally feel that they want these figures to appear for the first time in their catalogue. We were allowed to pick out three sleepers, as long as we didn't give out any figures, and have selected the three mentioned below. There are several others just as good, and if the next issue of this Journal should be out before the Standard Catalogue, we have permission to give you a complete list.

The three covers we selected for mention here are:

Route 16—Cincinnati, south. S373
Route 27—Grand Rapids, north. N450
Route 27—Saginaw, north. N457

If you haven't these, get 'em. If you have some, get s'more.

"Shylock"

CANADA—Continued from pg. 15

difficulty of addressing, off comes our hat to them. They have me beaten. But, the Company headquarters gave me the laugh when mentioned, and stated they have nothing on this, and know nothing about any first flight.

Can any reader give any information regarding the first flights of the Yukon Airways between Whitehorse, Yukon to Dawson, Werneck, Mayo Landing during

Introductory Offers
First Flights

U.S.A.—Contracts—

No. 1—Boston-New York45
3—Ft. Worth-St. Jos. .. .45
4—Los Ang.-Salt Lake.. .50

CANADA—

P. Albt.-Lac LaRonge 1.00
Return flight 1.00
Ft. McMurray-Aklavik-
(On many "legs" only
35 letters were flown)
each 1.00
Wabowden-Norway Hse. .. 1.25
Wabowden-Cross Lake 1.25

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Erie F D Wayne F. F. St. Thomas..... .50
Miami—Dutch or British Guiana..... 1.00
St. Thomas—U. S.50

C. D. GORMAN

2623 13th St., N.W. Washington, D. C.

1927. These covers are extremely rare, and as far as we are aware, the only ones known are one in Winnipeg, and one in California somewhere. This is all we have been able to locate in two years. We would like the same information of the Klondike Airways during 1928 who flew over the same routes, but first flight covers are extremely scarce also.

While we are on this subject, information tending to improve the Canadian Section will be welcomed. There is plenty that should be inserted but it is very hard to get the information. Please assist if you possibly can.

—W. R. PATTON

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502 PIKE

W. COLLINGSWOOD, N. J.

(ROGERS and the 'VIN FIZ')

Eighteen years ago this month, Cal. Rogers landed at Pasadena, after completing the first crossing of the United States by aeroplane!

Rogers was forced down five times by engine trouble, and he crashed an equal number of times.

Forty-nine days were needed to complete the journey, and at the end of the flight Rogers predicted that crossings of the Continent would eventually be made in thirty days and even less.

Most important of all, Rogers carried mail, and a VIN FIZ cover is the outstanding classic of American airposts today.

A complete story of the flight of the VIN FIZ will appear in the December issue of this magazine, showing the exact route taken, the various stops made, and describing in detail the ovation he received on the Pacific coast.

See The Airpost Journal for December !

HONDURAS

A set of 5 values has appeared purporting to be an airpost series of this country, consisting of a 50 centavo value and four other values surcharged on it to make a set of five. Information on this is not yet entirely known but what information there is at hand shows that a certain New York dealer, working in collaboration with the aviator of the Honduras airmail lines, printed up a few thousand sets and is selling them all over the country and abroad. 1500 sets were sent down to Honduras to various post-offices to give the issue the semblance of officiality. The remainder is being sold by this dealer at fancy prices. There is every indication that they will not be listed by Scott as their speculative origin as well as the private initiative gives these 'stamps' an extremely bad odor.

LEBENON

The provisional Op 50 on Op 75 have been overprinted with a plane in blue. Issue; 100,000.

We are informed that only 4050 of the 25p. of the 1929 issue were surcharged.

The following numbers were issued of these stamps:

Lebanon No. 236	—	50,000
Syria No. 334	—	50,000
Alaouites No. 213	—	35,000
Lebanon No. 233	—	20,000

MEXICO

The three highest values of the new permanent set were issued on October 23rd.

- 1 peso black and indigo
- 5 pesos brown-red and bright blue
- 10 peso violet and sepia



Type A



Type B



Type C

A new series of official air stamps has appeared in Mexico. This is the Black Postal Congress set of 1926 with red surcharge as illustrated above. There were only 600 small sets (2-40 centavos) and 78 copies of the 1 Peso. We have received the short set but the 1

Peso is not to hand as yet. The surcharge on the 1 P. is probably of the same type and horizontal. The set in black has not been chronicled heretofore. Quite likely they are proofs.

VALUES:

2c, Type "A"	20c, Type "C"
4c, Type "B"	30c, Type "C"
5c, Type "A"	40c, Type "C"
10c, Type "B"	1 peso



Another official, this time red instead of black on the 25c. green and brown. We understand that only 2000 of the red surcharge were printed, and that by mistake. 5000 of the black is the number given as being issued.

R. Rübsamen
M. Anzorena

NICARAGUA

New provisional airmail set just issued, with different surcharge. 25c. and 50c. (Specimens have not yet been received.)—*Emile Mizrahi*.

PARAGUAY

Mr. A. H. Davis advises that 2 sets, of 4 values each, will be issued for the air service. 1 set is for the Argentine and the other for the European.

Brazil: 95c., 1.90, 4.75, and 14.10

European service: 3.40, 6.80, 17.00 and 33.75

It is expected that some of these values will be triangular.

A new diamond shaped commemorative with the portraits of Pellirossi and Almonacid is to be issued in the near future. The men pictured are the first Paraguayan aviators and pioneer of the regular mail service, respectively.

The fourth airmail issue, with overprint in three lines has a distinct variety in the overprint. On each sheet of 100 stamps of the \$6.80 on 3 pesos, 6 stamps have the overprint in an entirely different type than the balance of the sheet. These six stamps show the value in tall thin type instead of the usual thick round type.

Whitfield King

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DEALERS

It will pay you to circulate subscription blanks for the *Airpost Journal*, which will be sent to those requesting them, free of charge.

In addition to the dealer's commission, we are offering \$75.00 in prizes to dealers securing the most subscriptions during next six months, address—

THE AIRPOST JOURNAL

108 STATE STREET,

NEW HAVEN, CONN., U.S.A.

TELA to MIAMI

Very few collectors or dealers even know of this flight which occurred on Sept. 21st. It is undoubtedly the very rarest of F.A.M.s, and a very good investment as well. If interested, please write at once, as we have only a very limited supply.

You would profit by noting our other ad in the front part of this magazine, especially with relation to our latest price list, containing almost unbelievable BARGAINS. A few other covers listed therein are:

Colon to Curacao, Carta., or Barr., 75c Colon Managua or Tela \$1.50. Cris. to same at same price. Cris.-Buenaventura, 90c. Managua to Miami, \$12.00. BUENOS AYRES-Cris. \$2.00, to Santiago, \$1.25. Cris.-Buenos Ayres, \$1.50. Miami to same for \$2.00.

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We have in stock a full line of S.-W.-J. Co. booklets. What do you need? List free!

N. JOSEPH

65 Walden St.,

Boston-30, Mass.

Pilot Autographed Covers

- CAM 2—Peoria, Ill.—Aug. 1, 1928 (Sloniger) \$1.50.
- CAM 2—Springfield, Ill.—Dec. 17, 1928 (Newton) \$1.00.
- CAM 11—First airmail drop—Cleveland, Ohio—Aug. 30, 1929 (Sievers) .50.
- CAM 11—First airmail drop—McKeesport, Pa.—Aug. 30, 1929 (Sievers) .50.
- CAM 11—Second Ann. Apr. 21, 1929—Four cities. (Bell, Stark, Noyes, Baker) \$1.50.
- CAM 19—Camden, N. J.—Sept. 15, 1929 (Armstrong) \$1.00.
- CAM 22—San Antonio, Tex.—Aug. 1, 1928 (Moore) \$1.00.
- CAM 22—Fort Worth, Tex.—Aug. 1, 1928 (Moore) \$1.00.
- CAM 32—Vancouver, Wash.—Sept. 15, 1929 (Buck, Taff) \$3.50.
- CAM 32—Portland, Ore.—Sept. 15, 1929 Day flight. (Buck, Taff) \$2.50.
- CAM 32—Portland, Ore.—Sept. 15, 1929 Night flight. (Taff) \$1.50.
- FAM 4—Havana, Cuba.—Feb. 8, 1928 Lindbergh Day (Musirk) \$2.00.

ROBERT W. MEINHOFF
P. O. Box 3311 Portland, Ore.

F. A. M. 6-5 Extension

Did you get all the covers you wanted? I got most of them, although some in very small quantity.

My cover service subscribers got Trinidad to Castries (266 flown), St. Johns, (233) St. Thomas (166), San Juan and Santo Domingo (440 flown to the two together), Port au Prince (61) and Habana (169) at the same price as those to Miami (3237 flown), and to each of the two Guianas at one half that price.

Through an error of a Postal Clerk, covers for Castries dispatch were sent from Miami, so I lost out on most of the covers from Castries. Covers from Castries to San Juan, Port of Spain, Georgetown and Paramaribo wanted. Can also use Castries to other points, although I have a few. Cash or exchange. Send covers with your best proposition.

My subscribers had an opportunity to get the rare Managua-U. S. cover at \$4.00, and then \$5.00. I have the first flight from Buenos Aires to Havana, via Chile, (FAM 9-5) and the last flight F. A. M. 7, Miami-Nassau, and many other scarce pieces. What do you need?

First flight covers FROM, TO, IN, THROUGH or NEAR CUBA.

Geo. T. Street

Apartado 1702

HAVANA

CUBA

The Standard Airpost Catalogue

The first World Airpost Catalogue ever published in America, will appear shortly after this magazine reaches you. It is an honest, and I believe, a successful effort to produce the finest possible edition. After all, the Catalogue is the foundation of almost any hobby, and no skyscrapers can be erected upon shaky foundations.

All collectors will not agree with the work of the catalogue editors, but we believe that all far-seeing collectors and dealers will appreciate a carefully compiled catalogue, which is the culmination of the knowledge and experience of a dozen years, contributed by specialists of recognized integrity and ability.

The airpost hobby is on the threshold of a brilliant future. The one thing that has retarded its progress has been a lack of confidence. True, the hobby has flourished and grown, but it has done so because the very nature of the subject it covers appeals to every person who is blessed with any imagination. It is a truly great hobby, and is founded upon sound principles. If this had not been so, it could not have grown to its present proportions in the face of opposition, ridicule, and lack of confidence. Today opposition and ridicule have vanished, and it is the purpose of the *Standard Airpost Catalogue* to dispel whatever lack of confidence remains.

We believe that all collectors at heart are in sympathy with the aims of the *Standard Catalogue* editors. We believe that all collectors want their hobby to grow as other great hobbies have grown. We believe that all collectors must realize that it cannot grow as they would want it to, until the hobby can prove itself sound, from top to bottom. When complete confidence is fully gained, the airpost hobby will flourish on a foundation that is secure and permanent.

The *Standard Airpost Catalogue* is a catalogue of the world's airposts. In it is included all items coming within the definition of "Aero Philately". A catalogue can have no place for sentiment, it must be logical and accurate. To include items which are not airposts, in an airpost catalogue, would automatically brand it as inaccurate, the one thing a catalogue must not be, if it is to be worth the paper it is printed on. The dropping of certain items may have wrought some hardships on some collectors. This was not done out of malice, and we believe that fair-minded collectors will consider their sacrifices as a contribution toward the better health and increased prosperity of our hobby, for in regard to such donations, the writer himself has made the largest contribution of all.

We have no quarrel with collectors of unofficial flights or private cachets, as momentos of various aeronautic events many are of interest, but as they are not airposts, according to the accepted definition of the term, we cannot include them in an airpost catalogue.

To the best of available knowledge, all items, included in the 1930 edition of the *Standard Airpost Catalogue*, are accurately priced and described, and are either official or semi-official, according to the various classifications under which they are listed.—H. YORK.

AVAILABLE AT ALL DEALERS

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E. S. Knapp.....U.S.A.	P. J. Drossos.....Greece	E. Quiros.....Costa Rica
Harry Truby.....U.S.A.	T. Gryzewsky.....Poland	F. Meneses.....Ecuador
E. Wilson.....U.S.A.	K. A. Hansen.....Iceland	E. Mizrahi.....Panama
H. York.....U.S.A.	A. B. Elahi.....Persia	Nathan Levy.....Canal Zone
Everett Erle.....U.S.A.	G. Micheleau.....Morocco	G. T. Street.....Cuba
A. O. Litt.....U.S.A.	P. J. Keijser.....Holland	Gordon Crouch.....Canada
Francis Field.....England	G. Lindman.....Sweden	W. R. Patton.....Canada
R. E. Dalwick.....England	E. Hildesheim.....Sweden	C. J. Chan.....Siam
P. C. Williams.....England	H. A. Granfelt.....Finland	W. Bruggmann.....Philippines
Adolf Dewitz.....Germany	G. Sobetzky.....Austria	E. Teramoto.....Japan